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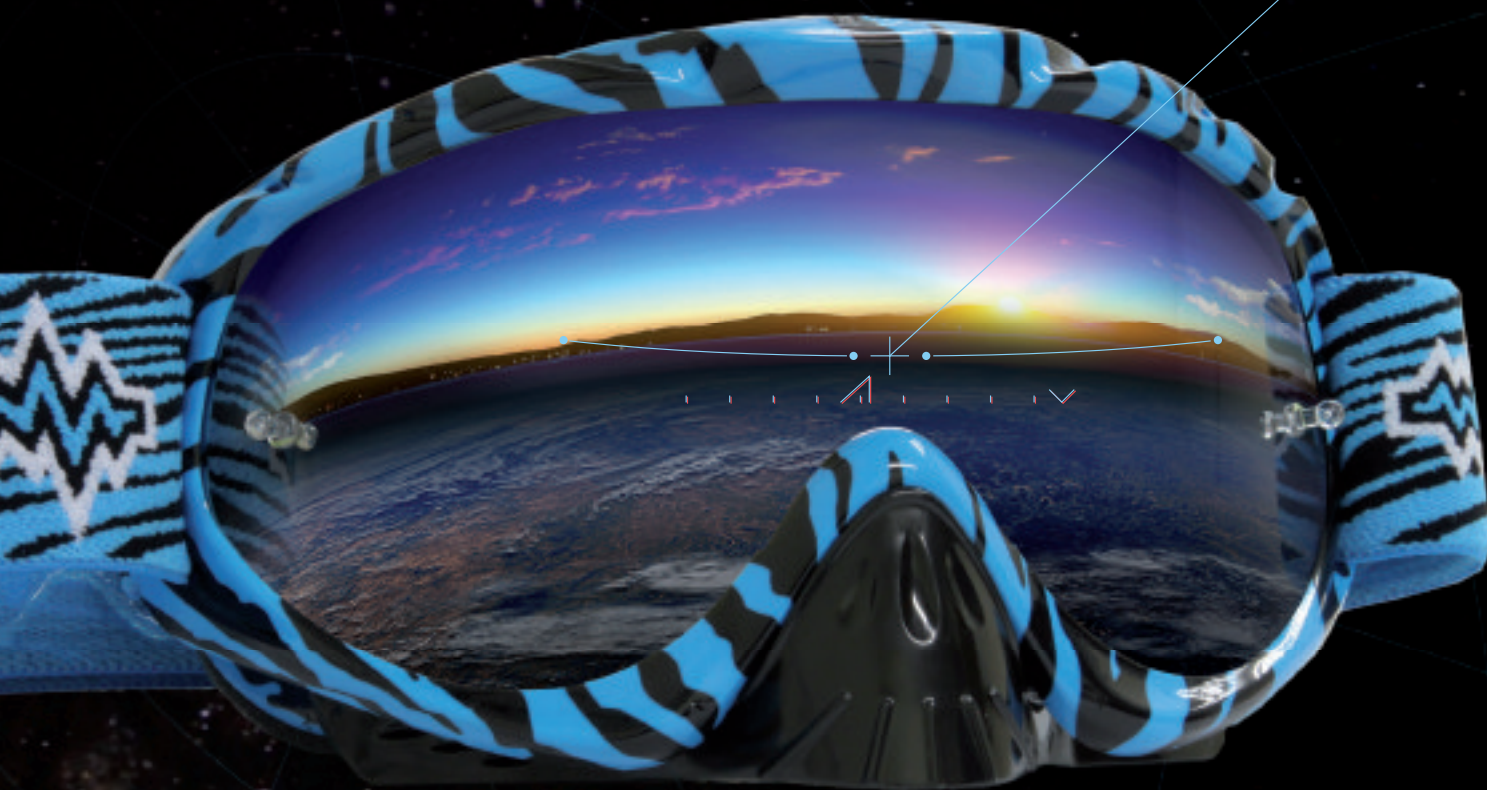


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# REGULARS

## 012 NEWS

Win the shirts off Ando and Bry Mac's backs and grab some new undies from Smuggling Duds plus get the lowdown on absolutely everything that's happening in the off-road world...

## 028 STUFF

A frickin' fantastic collection of off-road parts and things

## 074 BURNICLE'S BEAT

Maggiora's heroes laid bare by Jack B...

## 090 DR DIRT

How to fit a lovely new seat cover...

## 092 DBR TESTED

Ed Bradley gets to grips with Honda's newest MX1 missile while Robin Bayman takes in the twinshock scene...

## 096 PEAK PRACTICE

Forget what you know if you wanna get faster is the general message here...

## 098 PROJECT RPM

Adding up just how much it cost to repair the Project RPM fleet – lots, apparently

## 121 RAGE

The UK's #1 read for all youth MX racers...

## 126 HOT WHEELS

Max Nagl's Factory Honda – flippin' 'eck!

# FEATURES

## 032 BRITISH MXGP PREVIEW

We talk exclusively with the leading Brits as they prepare to do battle at Matterley Basin in the British GP...

## 042 2014 KAWASAKI TEST

Ed Bradley gets to grips with the 2014 Kawasaki KX-F range in Germany

## 052 RED BULL ROMANIACS

Grimbo, Walker, Bolts and the Hard Enduro gang get down n' dirty in Dracula's back yard – and no, that's not a euphemism

## 062 DAVE THORPE OFF-ROAD CENTRE

El Perretto dusts off his riding kit and goes riding with DT, Swordy n' Dickie in Wales

## 066 RICKY CARMICHAEL UNIVERSITY

The world's winningest faculty teach us Brits a motocross lesson or two at FatCat

## 080 TEAM GREEN

Kawasaki's youth squad unleashed!

## 084 2014 BETA ENDURO TEST

Italian enduro beauties beasted...

## 102 LAIA SANZ

The trials goddess turned enduro starlet fills us in on the X Games and Dakar

## 108 SCOTT GOGGLES

How to build goggles – Scott stylee!





**ON THE COVER:**

CLS Kawasaki's Tommy Searle gets on the gas

© Monster Energy

**CONTENTS:**

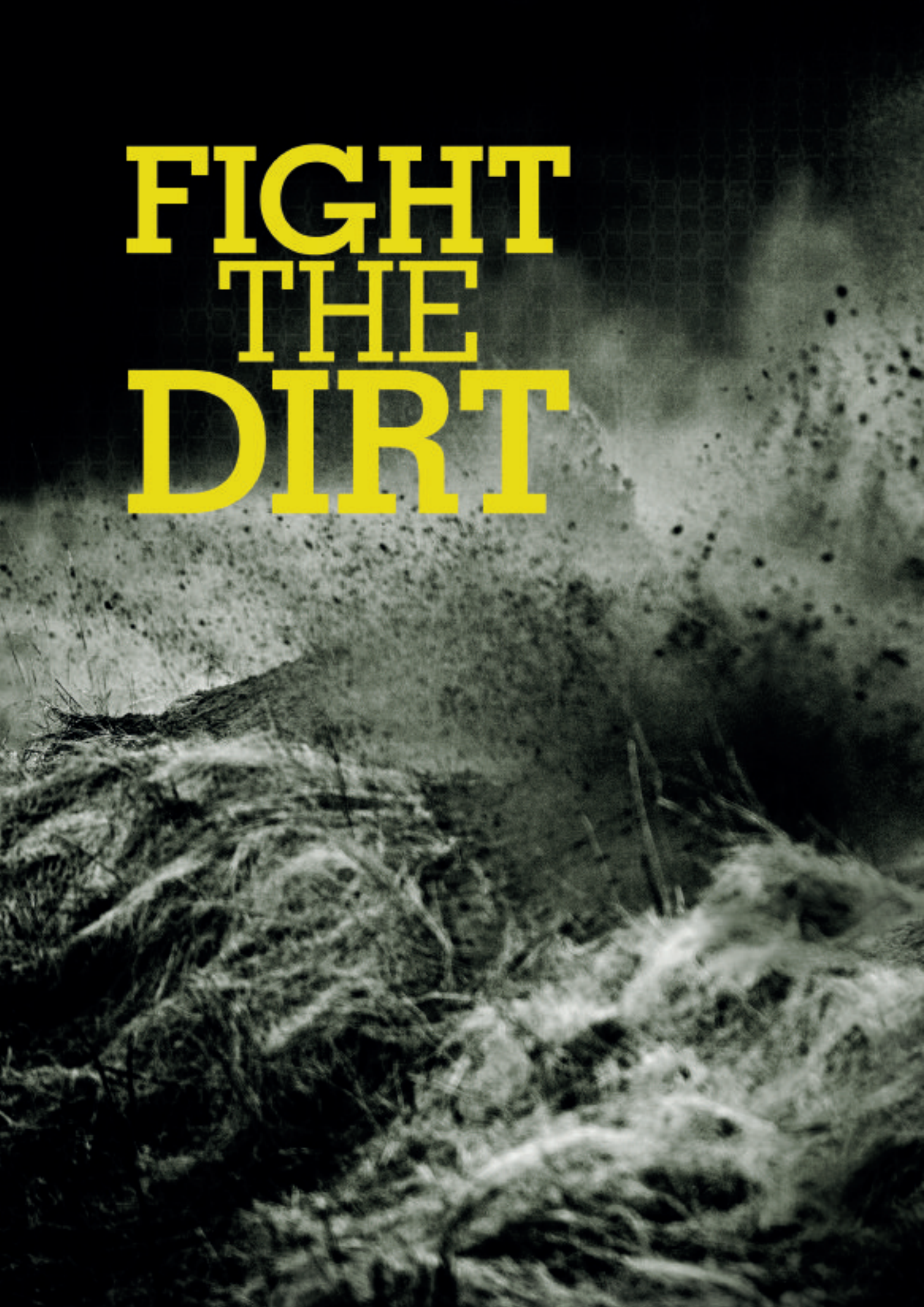
Gautier Paulin's face shows the strain of racing motocross at the very highest level

© Sarah Gutierrez

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# COMMENT

Unless we – and when I say we I mean The Bear because I'd never do such a thing – have well and truly fecked it up deadline day always falls on a Thursday here at DBR Towers. And because it's deadline day and I'm all about social networking and sh\*t these days I'm gonna get all **#throwbackthursday** with it and chuck out some old-school stories for you to ignore. Is anyone even reading this? Nah, thought not...

Because the British GP is just around the corner I'm gonna share some of my favourite British grand prix memories and not just tease you about them like I did with my five favourite motocross memories 'Comment' a few months ago. Y'know? The one where I didn't actually share any of my favourite memories... Yeah I'm a douchebag.

So if my memory serves me right the first motocross grand prix I ever attended was actually the 1986 Sidecarcross grand prix at Streatley Hills. That was a pretty awesome day out and although the Millard brothers hit problems and Hansi Bachtold took the overall win with Fritz Fuss in the chair as a mulleted 11 year-old I was driven home tired and happy.

That year's 250GP at Farleigh didn't disappoint either and although I was a bit gutted that Jacky Vimond held off Andy Nicholls in the opener, Jem Whatley absolutely leaving 'em for dead second time out more than made up for it. I also picked up some used tear-offs from the track which meant I'd be better equipped for the backyard BMX grand prix after I sellotaped 'em to the lens of my dad's old Scotts.

I was obviously a wee bit spoiled that summer because I also got to go to the 500 round at Hawkstone. I was so excited by the whole occasion my nose sprung a leak before moto one and I had to mop up the blood with serviettes stolen from a burger van. I also sneaked on to the track to take a picture of DT sat at the bottom of the infamous tyres on those white tyres that marked the chicane. Good times! What wasn't so good was the fact that Thorpey crashed in the whoops and mum messed up taping it on the old VHS so when we got home and I was all set to watch it all over again I was left bitterly disappointed. Bad times mum, bad times!

1987 saw the sidecars return to Streatley, the 250s head to Hawkstone and the 500s go to Farleigh. Standout moments from that year are few and far between – Thorpey was recovering from a broken elbow, Robbie Herring and Whatley didn't do much at Hawkstone and the Millard brothers? I honestly don't remember. I do remember riding the pay n' play PW50s with my older brother at Streatley and kickin' his ass – mostly because his knees didn't fit under the handlebars but whatever...

Frome held a muddy 250 GP in '88 that was cool for several things – Ricky Ryan's Fly racewear with the little monsters on, Whatley's amazing second race victory with a flat tyre where he was riding up the chestnut fences to find some grip and the opening lap of the first moto where the pack charged past my vantage point completely covered in mud bar their clear strips of

roll-off film absolutely flat out. Total commitment! Thorpey smoked everyone in the 500GP at Hawkstone so that was also okay in my books. Bravo. Oh, and although it wasn't a GP Hatherton Hall hosted a 125 International where Pedro Tragter smoked everyone in style.

I started racing myself in '89 but still squeezed in a visit to the 125GP at Hawkstone. Watching those boys hauling ass up the hill was awesome and made all the better by Mike Healey yanking on his roll-off string to the very top while his KTM's front end slapped from steering stop to steering stop. The 500GP fell just before a three week family break to Majorca so I went and rode my KX100 like a lemon at Mow Cop while Thorpey dominated at a sunny and dusty Farleigh Castle. Back in those days there was no internet and the dailies couldn't care less so you had to wait until Friday to find out GP results by buying TMX. We flew on the Wednesday so I didn't find out about that epic win almost until the title was in the bag.

1990 brought two GPs my way. A super muddy 125 clash at Hatherton that was won by Alan Morrison and a hugely disappointing 500 round at Hawkstone where all the Brits sucked – Thorpey was ill and Kurt Nicoll ended up as best Brit in fourth overall. More disappointment came when Kees van der Ven declined to give me his Dr Pepper race jersey – boo!

I skipped the Hatherton 125GP in '91 to go racing and actually picked up my first win at Pilsley with the YMSA. The 500GP at Hawkstone was cool though – mostly because of Whatley hanging on to a bucking KX500 on his way to a second race second for fourth overall. Another cool memory was watching E22 Sports' head honcho Matt Bates attack the Hawkstone whoops in the support class on an air cooled WR490 – or was that the year before? Hmmm.

1992 was the year Kurt Nicoll dropped a b\*lock at Hawkstone and basically ended his hopes of being world champion. It was also the year my old man's Fiat overheated so violently in the queue to get out we all thought it was gonna set on fire. The thing smelt so bad that all the other drivers gave us a wide birth and let us go first in case we set on fire and took them with us – how kind!

Since I'm waffling and definitely running out of space I'm gonna fast forward to this year's GP at Matterley Basin – y'know the one that's gonna be super sunny one and Tommy Searle is gonna win? While neither of those 'facts' are dead certs – you definitely can't trust the British weather the dirty b\*stard – are you really gonna risk not going and missing out?

You'd definitely be a fool to take that gamble and while you can of course watch the racing on telly it's so much better to be there trackside, getting roosted and deafened by dirt bikes and air horns. Whatever happens on the day it's definitely gonna be stuff that makes memories and just think you might get lucky like I did at Farleigh Castle 27 years ago and find a used tear-off or two on the track right afterwards.

We – and when I say we I mean The Bear and I – will see you there...

*Sully*

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Dean Wilson could be headed back to Europe but then again maybe not...

Jeff Alessi in equally unhappy times - his shockingly poor ride at the Italian GP



# MacNEWS UND!

**OUR DONUT DODGING SCOTSMAN SPILLS THE BEANS ABOUT LASERGATE, THE ANDO/LPE SPLIT AND THE BIG NEW TEAM ENTERING MX1 NEXT YEAR - AND IT AIN'T HUSKY...**

**T**he Lucas Oil Pro Motocross championship has been a bit of an anticlimax this season. Sure some of the on track antics have been pretty awesome and there's been the odd flash in the pan where someone unexpected has done something that they maybe weren't expected to but for the most part it's all been about the Ryans, Eli and Ken.

That said, the biggest story to come from the Nationals this season at this point probably hasn't been about the racing but the crazy antics of Jeff Alessi and his laser pen. I thought laser pens became uncool and died back when I was 13 but maybe that just shows the sheltered mentality of the Alessis.

Jeff was caught dicking about with a green laser pen shining it in the eyes of Ryan Villopoto and Malcolm Stewart at the start of the first moto of the Washougal National. Once he got rumbled he denied it was him, said he found it and it was broken and then proceeded to blame it on an ex-girlfriend of his.

This was all followed by a pretty public bust up with journo, Steve Matthes at which Jeff's dad, Tony Alessi, and owner of the team of which they all work/ride for, Mike Genova, all got involved to defend the little squirt. In the end it was all in vain as some days later Jeff admitted it and apologised to everyone who was offended by it. But no matter how much he apologises or how sorry he is now it only adds further to the 'why we hate the Alessis' message we've all got etched in the back of our minds.

LPE Kawasaki made a big announcement that this will be their last season running a team in their current form. Steve James the owner and manager of the Maxxis LPE Kawasaki team has decided to step back but not away from the sport at the level of which he is involved at the moment - and for the past five seasons.

Under his own admission though he

cannot walk away entirely so will somehow, somehow be in and around the sport in some shape or form. And if that wasn't a hard enough reality to come to terms with for the big softie from just outside of Hull only weeks later Ando and the team separated too. Ando has since signed for Buildbase Honda and the Maxxis Kawasaki by LPE team are searching for a rider to fill the void left by the #60. So watch this space as I'm sure the Kawasaki outfit will pull out all the stops to secure a rider of equal ability to finish out their last half of a season on a high.

Our sole UK representative in Australia - Mr Billy Mac - is back on form again this season since joining the CDR Yamaha outfit. Oor Billy just picked up the overall win at round seven of 10 in the Australian MX Nationals recently to add to his already impressively consistent season so far. 'Big Jock' currently sits third in points and has only missed the overall podium three times (and one of those times was tied for third) so far this year and has landed on the podium in 10 of the 14 motos held so far.

The Monster Energy FIM Junior Motocross World Championship takes place in the arse end of nowhere this month at a venue that sounds like somewhere you'd find in Disney's Aladdin movie - Jinin. The Czech circuit will host over 260 riders that have entered to compete in three classes - 65, 85 and 125 - and the UK have a fair sprinkling of super-talent competing in each.

The Americans also have a fair amount of entrants too and one notable that I look forward to looking up in the results - because I have personally seen ride before - is Sean Cantrell in the 85 class. There are also a number of other factory supported youngsters going to the event so you can rest assured that a few will certainly be big names of the future.

Warning! Scrubbing is dangerous!

Something I picked up on over the last weekend of July was how two top motocross athletes - that's Ryan Villopoto and Max Anstie - both crashed hard in the same weekend crashed as a result of scrubbing. Both guys are undoubtedly talented dudes and can scrub for show - or dough - but both gave away solid finishes as a result of this, more often than not, show piece.

Most professional riders can truly make this technique work to save time but for a lot it's just for show. Max and RV both snagged their foot on the top of their respected jumps as a result of scrubbing speed hard on take-off and both had all mighty crashes that they were lucky to get away with - especially Max.

So I just wanted to remind people to respect this move as playing with airtime and minimal control is like texting your girlfriend's sister - it might be fun and look better but when sh't turns south it gets real nasty, real quick! Anyhoo, MX rumour mill time...

Steve Dixon is rumoured to be trying to change the colour of his bikes for next season and he's openly admitted that he's in discussions with other manufacturers but won't say who [Kawasaki]. The other rumour involving Dixon is that he's trying to get hold of Dean Wilson's signature. Maybe so, but unlikely I think as Wilson is still eligible to ride 250SX next year since he missed most of this season's East Coast championship through injury - had he not he would have pointed out and had to ride 450 full time. But while Deano can still be a 250 guy Stateside, he's gonna be a pretty popular choice for any team.

Dixon's shining star this year, Dean Ferris, does have to move out of MX2 next season though. Ferris is going to be too old for it so if Dixon keeps him it will have to be in MX1

STR KTM are rumoured to be looking for someone new next year to

ride alongside Matiss Karro as Barragan is said to be getting the bullet. It wouldn't be surprising as 'Jonny onion ring' hasn't really cut it this year. Mr Turner - the team manager and owner - has dreams and aspirations of being a very competitive front running GP team so don't be surprised if he chases a big signature for next season.

Tyla Rattray is rumoured to be trying to find a seat back in the GPs for 2014. He's not overly impressing on the AMA 450 Nationals circuit at the moment and is linked to be looking at a spot on Ice One - the new factory Husqvarna MX1 team.

Italjet and Malaguti have recently both been purchased by a big Korean venture capitalist group that intends to merge the two companies and make a 450 to race GPs on. The plan was to go to the US first since it's a bigger market but with the stock frame ruling and dodgy homologation rules they decided to race GPs as, in short, there's less BS to deal with...

The new company will be called Magjet and for the first year will be running five spoke mag wheels like you had on your 1980's BMX only these ones will be magnesium rather than floppy plastic - and will be made by renowned Moto GP wheel supplier Marchesini.

The engine for the Magjet ME450 is where the innovation really starts and with increasingly tight emissions legislation Magjet have made the first TDI 450. It turns out that in the FIM rule book the use of diesel fuel does permit the use of a turbo (like when Audi raced a diesel at the lemans 24 hour race).

Anyway, not all the details have been given to use but it is said to be a twin-cam finger-flower affair like a KTM and has a super-short bore to stroke ratio to keep the revs up while the turbo obviously takes care of the low-end power. It all sounds like pretty exciting stuff I think - or it would if it wasn't all utter bullsh\*t!







# BOOG'S BAIL OUT!

XAVIER STEPS OFF IN FINLAND...

Once One KTM's Xavier Boog is one of the nicest guys you could ever hope to meet in the GP paddock which makes looking at this qualifying race get-off in Hyvinkaa all the more difficult to enjoy. That said, since Ray Archer's sequence of it is

such a doozie we figured it'd be rude not to share. Boog ended up missing the rest of the Finnish GP action and sat out Lausitzring with a sprained MCL and will undergo further assessment before choosing when to return to GP action.



# CRASH TEST DUMMY!

HERLINGS' NOT-SO-LUCKY LUCKY ESCAPE...

There's no denying that Jeffrey Herlings is the king of the MX2 class right now and aside from a couple of motos he's not been beaten by his peers all year and even with those losses still has a 100 per cent overall win record.

Jeffrey's also king of the quali race crash though and he's had some absolutely huge get offs in the gate pick races. At Valkenswaard he went over a berm, clattered into a steel fence and got stuck under his bike. In France he somehow survived getting cross rutted on the face of a step down, coming up way short and then bouncing down a hill where he once more ended up under his own bike. Italy's quali crash was much less spectacular as he simply low-sided in a rut but he was

back to his absolute best in Hyvinkaa – although to be fair this time it wasn't his fault.

Dean Ferris set things off by digging in midway around the flat out first turn. With nowhere to go Tonkov and Butron pile in but it doesn't get ugly for Herlings until Ferrandis bounces off the other bikes and turns directly in front of Jeffrey's KTM that's already at full chat.

That impact starts a chain of events that sees both bikes cartwheel and Herlings fly through the air landing heavily on his hip. Most people would have been hurt or at least slowed down by an impact like that but not Jeffrey – he fires back to ninth in the qualifier then it's business as usual on Sunday with another 50 points plonked in the bag for the Dutchman...





# HELLO DAVE!

ANDO SPLITS WITH LPE BUT FINDS A NEW HOME AT BUILDBASE HONDA...

The next time you see Ando it'll be on a red bike

After spending 2012 overseas we've not really seen the best of Brad Anderson on his return to the UK for one reason or another. However, at his home round of the Red Bull Pro Nationals at Whitby he seemed to be more like his old self and was attacking hard all weekend but didn't have any luck carding a DNF-3-DNF scorecard due to a pair of mechanicals. After leaving the track in a rush on Sunday night it was announced early the next day that Brad and the Maxxis Kawasaki by LPE team had

amicably split.

"It's rare but sometimes a rider and bike reach a certain level and no more is possible," stated team boss Steve James. "Brad has put his heart and soul into the 2013 programme and it's sad to see him go. We wish him luck in his endeavours for the rest of the season."

Since Ando had performed at his best on Hondas – and two British Honda teams were riders short following amicable and not so amicable splits of their own – it was almost a dead cert that he'd end up with either

the MVR-D or Buildbase teams. That's why it was no real surprise when Dave Thorpe's team announced they'd snagged him later that very same week.

"The chance to sign a high profile rider such as Brad Anderson was too good to pass up," reckoned Thorpe. "In the past, Brad is a proven race winner on Honda machinery and he has shown this year that he still has the pace and determination to win at the highest level."

And Brad's stoked to be riding red once more too. "It's great to be back

riding a Honda again as it's a bike that I know well," says Brad. "I'm also very pleased that Dave has shown faith in me to offer a deal for next season. Hopefully over the forthcoming events I will be able to battle for podium finishes which I know I'm capable of."

Brad's first ride for the Buildbase team was at the Canada Heights of the Red Bull Pro Nationals that went off between DBR going to print and landing in the shops. If you wanna know how he did there fire your web browser towards [www.dirtbikerider.com](http://www.dirtbikerider.com).



# WIN! WIN! WIN! WIN!

A SIGNED BRAD ANDERSON RACE SHIRT AND SMUGGLING DUDS INTERNATIONAL FOUR PACK OF STASH PANTS...

If you like transporting more than just your junk inside your pants then you might consider switching to the Smuggling Duds brand of underwear as each item in the extensive range comes with a concealed pocket that's specifically designed to hold your secrets – cash, credit cards, condoms, mobile telephone, Maxxis press pass, that signed photo of Brad Anderson or anything else of value that you wanna stay hidden.

And because things have been a bit hot n' sweaty of late Ben and the Smuggling Duds crew want you to have some fresh pants to enjoy. And that's why they're offering you all the chance to win a Smuggling Duds International four pack – featuring pants of an American, British, Brazilian, and Japanese flavour – as well as a rare as rocking horse sh\*t signed Brad Anderson race jersey from his Maxxis

Kawasaki by LPE days. Those things simply don't exist any more...

To be in with a chance of winning this awesome prize head online to [www.dirtbikerider.com](http://www.dirtbikerider.com) and follow the link to our competitions page. Then you'll have to log in to **dirtZone**, answer a simple question, click some boxes and hit transmit all before the closing date of **September 6**. After that we'll take all the correct answers, stick 'em in one of The Bear's shoes and randomly pick a winner – it could be you!

The question we'll want you to answer is this. Which race team did Smuggling Duds athlete Brad Anderson sign for directly after leaving Maxxis Kawasaki by LPE?

- Is it: **A:** Buildbase Honda  
**B:** Buildbase CCM  
**C:** Bob Jones Honda  
**D:** Swift Suzuki





# YAKETY YAK

## TOUGH TIMES!

JAKE BATTLES THROUGH HIS SUMMER OF DISCONTENT BUT FORTUNATELY HE'S GOT HIS FAMILY ON HAND TO HELP OUT – AND DRIVE HIM PLACES...

Words by Jake Nicholls Photo by Alex Hodgkinson

**W**ell hello there to all you kind readers from a hot stuffy camper in the middle of Germany. I'm on my way to the Czech GP. I guess you're now wondering how I'm writing this if I'm driving. Well, this weekend is to be the first time I've gone to a GP in my parents' camper with them for three or so years. So if my mum's hung herself before the weekend is out you know why.

The reason this road trip is going down like this is because after my first turn crash in Finland I'm having trouble with a couple of ribs near my spine. Since the German GP they've been causing me a great deal of pain under my shoulder blade. It's actually not very painful to ride with but doing everything else is a pain in the sack. After seeing my Osteopath/Physio guy he urged me not to drive to the race this weekend and seeing as my parents are over for a couple of weeks it was the only solution really.

So I guess the main question I need to answer is what's up with my results. Well it's been a tough time since I had that infection which I can thankfully say has stayed away and to be honest I'm finding it hard to think back at what crap happened at this or that race but here goes...

In Latvia I had so little energy or strength that I tore open my hand just trying to hold on – I held on for dear life and got a fifth. In the second race I crashed on lap three and salvaged a 17th but I felt awful on the bike. It turns out the great doctor that I saw in the UK put me on penicillin which reacted badly with my energy levels. Blood tests revealed a big iron deficiency again.

In Finland I started to feel a bit better by Sunday and I loved the track. In the first race I had a strong fourth and finally felt the flow again but in the second race – smack! I was on my hands and knees gasping for breath after a huge first corner wipe out. I got rode over a couple times and salvaged an 18th in that even though I didn't really know what the crack was when I got up.

I came home for a bit of R n' R and enjoyed the sun, riding the jet ski a bit while relaxing and trying to focus on the coming races. I banged out some tough motos at home while it was quite hot then came back to Belgium and did a bit more riding and felt good. Drove to Germany and I sucked... This sport is so frustrating sometimes.

I didn't mind the track, it wasn't my favourite but was much better than some, but it took me so long to go fast on it – until the second moto in fact. In the first one I rode to an eighth which wasn't too bad as I did start to improve. It was one of the hottest races I've ridden as it was 38 degrees and it really was like walking into a sauna when you came out of the camper.

In the second race I got a decent start. I couldn't keep with the leaders but was riding well in seventh – I passed Butron but then jumped a yellow right after so I let him back past. I couldn't get back on to his tail after that as he caught a second wind but we both caught Ferris up on the last lap and I could have got him but then my bike stopped as the fuel had got so hot. I was devastated but a consolation was that we were so far ahead of ninth that I was still gifted eighth but two eighth places isn't what I'm hoping.

It's tough as I'm also riding for a ride right next year – my team has told me they don't have the budget to run me and in fairness to them they are doing their best to help me find a decent MX1 ride next year but I don't need to tell you that that's not easy.

I'm trying hard to find some speed back and get some results – I have just had a countless amount of confidence knocks this year and there's only so much you can take on the chin I guess. One thing I can say thankfully is that I haven't lost any motivation which is a bit strange but I think it's because deep down I still have a strong belief that it can change very quickly and I have had some decent rides recently. The hard thing is to see how Tixier has come on compared to me but I've still done him a couple of times this year. I'm alright, I just gotta hang it out a bit and not think too much.

Sorry I can't shed any light on next year just yet – I wish I could. I really can't wait to get on the MX1 bike and I'm racing a 450 next weekend actually at a Belgian championship round close to Lommel. Then it's the Belgian GP and after that of course it's Matterley. I'm really looking forward to that and we had unreal support there last year. With the #100 coming on song too it should be a top weekend.

Thanks a lot for reading. I apologise if my columns are a bit gloomy recently – I'm just being honest and giving you a bit of an inside look at my life...

*J. Nicholls*



## MIGHTY MITCH!

BRIT WINNER IN LAUSTZRING

**B**ritain had a winner in Germany as Mitchell Lewis dominated the opening round of the EMX150 four-stroke series. The 14 year old from Knatts Valley near Sevenoaks in Kent has been riding since the age of three and has been true to Honda since the age of nine.

"They are so good straight out of the crate and I think riding a four-stroke brings a smoother riding style – it certainly has for me," reckons Mitch. "I'm not sure what I'll be doing next year but I hope to race the Maxxis and the Red Bull Rookies and should I win this series EMX250 for Gariboldi Honda."

## KILLER QUESTION!

**WHAT'S THE DIFFERENCE BETWEEN QATAR AND GERMANY? THEY RACE DURING THE NIGHT IN THE GULF!**

**“**I think this is the way to go," declared the corporate Cairoli as he sang of the Lausitzring. His lame 'excuse' for the lack of public being "perhaps people stayed home because it was so hot".

For the first built-in-five-days GP on the flat infield at a road race facility in Europe (Zolder had profile and spectators at the trackside, okay?) the track was fine, the paddock facilities first class, temperatures soared into the high 90s but the crowd – what crowd?

Just over 5,000 fans looked lost in an arena with seating for 120,000. An Indycar catch fence blocked their view and there were no free binoculars to see who was who. The atmosphere was as electric as cold rice pudding.

A European Daytona? "That was the most dismal MX race I've been to for years," came the text from regular GP viewer Ralf Lorber on Sunday evening. Perhaps Giuseppe has noticed now that MX fans still prefer Maggiora and Ernee!

## ALL CHANGE?

WHO'LL BE RIDING WHAT IN 2014...

**C**airoli and De Dycker are fixed at KTM as are Paulin at KRT and Tommy Searle at CLS but Desalle is keeping the rest waiting as he plays off Suzuki, Yamaha, Husqvarna and even US options to raise the ante. Van Horebeek also kept KRT waiting too long and now has to look elsewhere – his options depend on Desalle but expect him to lead Husqvarna back into MX1.

Yamaha could lose Monster if they don't find a potential winner, but their current duo are on their way. Expect Frossard to end up as number two to Paulin at KRT while Joel Roelants is desperately seeking a return to happy days at CLS.

Jake Nicholls is just one name on the long list available to ICE1 but even if he doesn't get the ride expect the East Anglian to be racing Husky for his debut year in MX1 as Jacky Martens wants to keep him if the official MX1 squad says no. Dean Ferris – the other class mover – will probably stay with Steve Dixon while Tyla Rattray is on everyone's list but not top of any!

There is even less action in the MX2 transfer market at present but Aleksandr Tonkov is confirmed alongside Romain Febvre at JM. Nestaan Wilvo Husqvarna while Jose Butron will get factory bikes at Silver Action as the main orange rig stay with just Herlings and Tixier.





Cairolì out front again...



# CLOSING IN!

**CAIROLÌ KEEPS HIS WIN STREAK ALIVE BUT TOMMY'S GETTING CLOSER TO THAT MAIDEN MX1 VICTORY...**

Words and photos by Alex Hodgkinson

July was the month when Tommy Searle arrived in MX1. The Brit had made a fairly solid but unsensational start to his career with the big boys in the first three months of the campaign but he was headline news every week as the pace hotted up together with the weather and tempers flared with Clement Desalle.

Already in Sweden Tommy had shown tremendous late race pace to streak past Desalle and close down the leading KTMs in moto 2 before being frustratingly penalised for his failure to obey an unsighted yellow flag. And the progression continued in Latvia – together with misfortune.

First it was the Yams who got in his way at Kegums – an out-of-control Frossard bringing him down in Quali then Roelants dumping it in his path at turn one of the first moto. With a final lap two and a half seconds faster than anybody else had set in the final quarter Tommy missed taking fifth from Stribos by inches.

Race two was an even bigger bummer after dropping Paulin and hauling in Desalle at two seconds a lap. "We came up on a backmarker three abreast," says Tommy. "He must have seen Desalle, pulled across me and stopped dead with the shock."

The Suzuki duo's respect for

Tommy's speed is clear to see from first practice every week as Stribos tries to dog the Brit – just as Desalle tries to slot in behind Cairolì – and tempers flared on race day in Finland. A collision with Brakke cost Tommy in the Finnish opener but in race two he was on it.

"I was riding a good race and passed Desalle clean twice," explained the disgusted Brit post-race. "Stribos was holding me up and that let him catch up again – first time he [Desalle] shunted me into the ditch, then the second time he took me straight out."

"He rides aggressively and I wanted to show him that I can do that too – that's racing," was Desalle's version but FIM race director Dave Nicoll saw it differently and after studying video evidence issued an official written warning to Desalle under FIM MX article 2.10 paragraph 12 for failing to 'ride in a responsible manner which does not cause danger to other participants'.

A yellow card with no immediate penalty – little comfort to Tommy who had lost another 12 points in his chase for fifth in the rankings against Stribos!

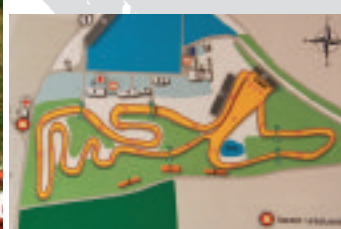
If anyone was still in doubt about Tommy's speed, Germany ended that. Fastest by half a second in Pre-Quali and a start to finish victory in the Quali race, riding the pace he needed to keep chasers Paulin, Cairolì and Desalle off his rear wheel Tommy was looking at a

third straight GP win in Germany – until fate again took a hand.

With only 'Roadblock Rui' ahead as they entered turn two Tommy might have had a clear run if it hadn't been for a glimpse of yellow to his left. The outside line through the long left-hander went pretty wide but the opportunity to run the Panda into the soft dirt outside the white pegs was just too inviting and the rivals both went even wider than they would have wished.

Revenge was sweet as Desalle bogged in soft sand and Tommy still appeared to have a clear run through the waves until Goncalves got out of control, veered to his left and the Brit was suddenly outside the top 10. Even Desalle got through – grrrr – to run down Cairolì and get handed the win when Paulin went over the top. Enquiring when he came round later if it had happened in the first or second moto Gautier was shipped off to hospital for observation overnight to make sure his brain was still linked to the rest of his body.

The Frenchman's absence made race two a three way battle but the bitter rivalry of Tommy and the Panda cost them both. "Everything was correct," insisted a remarkably reserved Belgian. "But it lost me contact to Tony," after the duo cut each other up time and again through the opening



## FRESH START!

**NEW TURN ONE FOR TEUTSCHENTHAL MXDN**  
Needing to create more space for the anticipated 70,000 fans who are expected to flock to the des Nations on September 28/29 the Teutschenthal organisers and Youthstream have completely revised the start layout at the Talkessel.

The off-camber right-hander is gone and the pack will now dive through the valley before joining the existing track halfway round the lap in an uphill left hander – the tree corner at turn two is also gone so lap times should be down to around 1-40.

There will also be an extensive one way traffic system arranged with the local police so if you are planning to camp use exit Schafstädt from the A38 while daily visitors must approach from the B80 Halle-Eisleben road. Advance tickets are available at <http://bit.ly/MXON-TICKETS>.



## COOL DUDES!

**HOW THE STR TEAM BEAT THE HEAT...**  
Steve Turner's boys Matiss Karro and Jonathan Barragan took advantage of the claustrophobic heat in Germany to test a new lightweight range of gear aimed at the equatorial races on the 2014 GP calendar. Hopefully it won't catch on with team management...

three laps. Meanwhile, Cairolì sped off in front with a grin on his face to his fourth GP victory in a row and a points lead which means the title clincher is on for Bastogne.

With Herlings already looking at title number two in the Czech Republic it looks like both series will be wound up before Matterley Basin but that is no reason not to go. For the first time since the glory days of Thorpe and Nicoll Britain has a genuine candidate for victory in the Class of Kings and unless he has already done the job at Loket or Bastogne where better for Tommy to start off his MX1 victory roll than in front of his home fans? Do you really wanna risk having to explain to the grandchildren that you missed it? See you there!

## SERIES STANDINGS

MX1		
1	Tony Cairolì	611
2	Clement Desalle	503
3	Ken de Dycker	479
4	Gautier Paulin	465
5	Kevin Stribos	397
MX2		
1	Jeffrey Herlings	642
2	Jordi Tixier	483
3	Jose Butron	416
4	Christophe Charlier	365
5	Glenn Coldenhoff	362



Kristian Whatley steps closer to the title with another solid weekend



A big crash in quali can't slow Nev Bradshaw down

# SCAMPI N' WHIPS!

THE PRO NATS WANDER TO WHITBY WHERE WHATLEY WHACKS IN ANOTHER WHOPPING WIN...

**M**BO Sport Yamaha's Kristian Whatley extends his lead in the MX1 class of the Red Bull Pro Nationals with a wicked 1-1-2 at Whitby's awesome Skelder Bank circuit. Already leading the series by 32 points headed into the fourth round of the series K-What slips a further six clear of Milko Potisek who goes a Dusty Bin-tastic 3-2-1.

It's not such a good day for Nico Aubin who sets pole in qualifying then struggles with his starts. A ride through the pack to second in moto is the highlight of a difficult weekend for the Buildbase Honda star who ends with a 2-DNF-3 scorecard to lose further ground in the championship. Unless a

minor miracle happens it's unlikely Nico will regain his RBPN title.

Still, compared to Brad Anderson's weekend Nico's is golden. The speedy north easterner considers Whitby to be his home round of the series but a couple of breakdowns (one when he's leading – ouch!) sandwiching a solitary third aren't what Ando was looking for. In fact, he 'amicably leaves' the LPE team a day or two later and moves in at Buildbase Honda where he'll make his debut as Aubin's team-mate at Canada Heights for round five.

Joining Whatley and Potisek on the podium is Nathan Watson (5-4-4) who bags third from under the nose of toe-jammin' Jimmy Law who runs a solid 4-5-8 on the Dyer & Butler KTM

despite busting the knuckle of his big pinkie. Watson's performance is solid (unlike Jamie's toe) and makes you wonder if he should move up to the 450 division full-time – he's already a points scorer in the MX1 world championship.

After surviving a fairly fugly crash in qualifying Nev Bradshaw bounces back to run 1-2-3 over the weekend to snag the overall ahead of series leader Steven Lenoir (2-4-2). Hard charger Marty Barr takes third overall with a 3-4-4 while Irn Bry MacKenzie takes fourth after pushing home on Saturday and then dominating Sunday's action on the Pendrich Kawasaki.

In the MX2 series standing it's now a two-horse battle for the win with Lenoir holding on to a 10 point lead

over Bradshaw. It's even tighter for the final podium spot as Graeme Irwin and Bry Mac are just five points apart. Everything is to play for...

## SERIES STANDINGS

### MX1

1	Kristian Whatley	276
2	Milko Potisek	239
3	Nico Aubin	208
4	Jamie Law	179
5	Brad Anderson	153

### MX2

1	Steven Lenoir	262
2	Neville Bradshaw	252
3	Graeme Irwin	195
4	Bryan MacKenzie	190
5	Matt Moffat	159



## WIN! WIN! WIN! WIN!

A SMUGGLING DUDS INTERNATIONAL FOUR PACK OF STASH PANTS AND IRN BRY'S SIGNED RACE JERSEY...

**L**ooks can be deceiving and although it might look like Bryan MacKenzie lives on nothing but lettuce and water we now know that he is in fact a secret eater. Apparently Bry likes nothing more than slipping away to the Krispy Kreme drive-thru on the Edinburgh bypass and picking up a dirty dozen. It was always a mystery as to where he hid his donut stash until we found out that the Pendrich Kawasaki team leader is a Smuggling Duds athlete – it's in his pants...

That's because each and every pair of Smuggling Duds Stash Pants has a little hidden pocket where you can hide stuff like cash, credit cards, Captain Caveman memorabilia and in Bry Mac's case a glazed ring – we also suspect he may have hidden Bunga's missing fro in there also.

To celebrate the fact we've solved this mystery we've hooked up with the good guys at Smuggling Duds to offer you all the chance to win an International four pack of Stash Pants

and a signed Bryan MacKenzie race jersey.

To be in with a chance of winning this awesome prize all you have to do is head online to [www.dirtbikerider.com](http://www.dirtbikerider.com) and follow the link to our competitions page. Then log in to [dirtZone](http://dirtZone), answer a simple question, click – or unclick – some boxes and hit the transmit button all before the closing date of **September 6**. After that we'll take all the correct answers, stick 'em in an empty Krispy Kreme box and randomly pick ourselves a sticky winner – it might be you!

The question we'll want you to answer is this. What is the largest number of Krispy Kreme donuts that Bryan MacKenzie has eaten in one sitting (coincidentally it's the same as his career race number – weird or what?).

Is it: A: 45  
B: 28  
C: 121  
D: 211





## WHAT SAY YOU?

DAVE KING LETS RIP...

Interview by Mark Turner

**A**s one of the promoters of the Vets MXdN at Farleigh Castle, Dave King has brought joy to many motocross racers and fans the world over. The reason he does it is that he's one of the biggest motocross fans you'll ever meet. Here's his take on the current hot topics...

**DBR:** In your mind which three riders should be representing Team GB at the MXdN?

**DK:** "My choice of three riders would have to be riders who race and support the ACU British championship. Personally I'm not a fan of the riders who only do the GPs and selected British events. Without the British series none of these riders would be where they are now so my choice on that basis would have to be Kristian Whatley, Brad Anderson and Elliott Banks-Browne."

**DBR:** The hot topic of the month has to be the Jeff Alessi incident at Washougal. What's been your take on the whole 'Lasergate' episode? Do think Mike Alessi's fine is fair or has he been dealt with unfairly?

**DK:** "The whole incident is pretty bizarre and if it had happened 10 years ago no one bar a handful of people would have ever known what went on and possibly less would have cared. But this is 2013 and everyone has a camera/video phone and can instantly upload content on to the web for us all to gawp at and to cast our opinion on. My feeling is that Jeff Alessi has had the correct punishment in a ban but Mike has been the biggest loser."

**DBR:** Yamaha have committed themselves to the two-stroke market for 2014 with further updated new models. With a new up to 300cc Euro championship on the cards do you see the other manufacturers following suit in the near future?

**DK:** "It would be great to think that the two-strokes would be making a comeback but in reality the number of two-stroke sales at present must be pretty small compared to four-strokes. The new 300cc series will be a novelty series full of KTM's, Yamahas and a few European made bikes. On a personal note I'd like to see Honda have a re-think on their current MX1 team and commit themselves to this new series so we could re-live the HRC glory days of the '80s but I won't hold my breath!"

**DBR:** Clement Desalle's cheeky take out on Tommy Searle in Finland – racing incident or a bit more?

**DK:** "Tommy Searle is most definitely a massive threat to Clement Desalle. He's just coming to full form on the big bike and I think you will see a very strong end to the season for him with podium finishes. I have no idea what history there is between Tommy and Desalle but the very deliberate way that Clement took Tommy out during that race was just silly and could have easily wrecked either or both riders' season through injury."

**DBR:** We also saw Brad Anderson quitting LPE Kawasaki and in a matter of days announced a deal with Buildbase Honda. Can you see him regaining the form of his PAR Honda championship winning days?

**DK:** "For sure! Brad is a gritty rider and I guess there was always going to be plenty of offers on the table pretty quickly. Obviously he has not had the season he would have wanted but he seems the sort of guy who will shake himself down, move on and get on with it. Some riders just favour certain brands of bike and Brad has always suited the Honda. On the subject of Brad I do know he will be racing at the VMXdN at Farleigh Castle on September 13/14/15... See you all there!"



## IRN-BRY

### NEIGHBOURS!

BRY BONDS WITH A NEW NEIGHBOUR AND BUYS SOME BEEF – BRRRILLIANT...

Words by Bryan MacKenzie Photo by Suttty

**O**ne of the hardest things in life is trying to get other people to appreciate this fantastic world of sport we live in. Depending on their age you get varying opinions, ideas and thoughts from people of what we do when you say – motocross.

I generally find when you're shooting the sh\*t with someone aged, lets say, around 13 to 16, when motocross is mentioned it's instantly thought of as rad as ken and you get their full attention immediately. They're most interested in knowing if you're 'sponsored' as it seems to signify if you're any good or not but they love the idea of it and everyone thinks they themselves would be good at it.

Others aged 17 to mid-20s come across as tending to think it's pretty cool but are relatively unimpressed and assume that we're just thick as sh\*t meatheads that are too stupid to have real dreams of owning fancy cars, going on expensive holidays, or in a few lucky cases like myself, landing a real job when all we want to do is get the holeshot, beat our mates and maybe even land on the podium. They find it hard to comprehend that we've only been p\*ssed a couple of times this year and that we have to think really hard about when it was.

Then mid-20s to 40-somethings seem to accept it a little bit more. Purely because they wish they had stuck at something similar when they were younger and chased their dreams, instead they've got years and year's worth of stable pay from the same job behind them. They appreciate the gamble that it is and have an element of respect towards you for it.

Then there's the 40-somethings up to 60 group. They've all most probably had a bike before and if not definitely know of someone who has and took them to 'competitions' way back in the day. So they feel like they can relate to you on a certain level and generally start hitting you with names of old road bikes etc thinking that bikes are bikes but they'll all just roll over our head and we might pick up on the odd reference to a Maico or something.

These guys don't really take us too seriously though and don't understand how a level of success, satisfaction and maybe a career can come out of something they just used as toys back in the day. They think that it's a waste of money and we should all have a 'real' job and be saving for a house or something as opposed to wasting it on a 'hobby'.

For that, they're glad you're not dating their daughter, and if you are, initially they're disappointed before realising that we have great attributes like dedication and determination that has been instilled in us through riding because you keep coming around even after they've made it clear they don't want their little girl ending up with you and your stupid flat-peak cap!

Then there's the 60 and beyond crew. They don't really care and they're just like, 'whatever' because as

long as it's not impacting on their life then they couldn't give a toss. It keeps us out of their way on a weekend and although they think it's just a hobby and will phase away in time for us to take life seriously it's fine by them for now.

That leads me on nicely to my next subject which is neighbours – you can't choose 'em! Like it or not they will ultimately become involved in motocross when living next to a bro that rides and it's just pure luck whether you get a good lot or a bad lot in the house next door. You can only pray that they are a youngish family, aged somewhere between 25 and 40, with a couple of young teenage kids.

Hopefully an easy going bunch too who appreciate your passion because like it or not we're gonna be firing up the jet wash every week, working in the garage late at night with our buddies, starting the bike to make sure it's working before loading it in the van, coming home late as sh\*t on a Sunday night and have a tyre mountain either at the front, side or back of the garage.

That's why I'm glad I've got a good guy next to me! My neighbour reminds me a lot of my dad – he's a big dude, in the building trade, has the patter that comes with it and will do you everything from hang a picture to build you a house. He's pretty interested in how I get on too and always asks where I'm off to each weekend and for what championship and then how I got on when I get back.

The other day he couldn't be bothered chapping my door so was stood outside in his garden just shouting on me from the other side of the fence. He wanted to tell me that some wee bastard birds were trying to nest in the corner of my house and that I need to keep an eye on it because it's illegal to knock down an 'active' bird's nest. The bloody cheek – staying at mine without permission! Aye right, the next few weeks are gonna be like something from Nintendo's Duck Hunt!

So from originally getting me out to talk about birds of the feathered type, he then started taking the p\*ss saying I was built like an x-ray. I think it was all just an elaborate ploy because he conveniently had quarter of a cow for sale in the very next breath which he then tried to sell me which to be honest I could do without but it was all just a laugh and I ended up agreeing. It wasn't until later that I realised I don't actually know what quarter I bought and knowing him I'll probably end up with the head, feet and ar\*ehole...

So the morale of the story I guess is how cool it is to actually have a decent neighbour that understands and appreciates our sport. I've lived next to a couple of 'bawbags' in my time that have caused me nothing but grief so I feel pretty lucky to have landed myself next to the cheeky bastard next door.

*[Handwritten signature]*  
#121





## WELSH WONDERS!

**SAGAR AND McCANNEY TAKE ONE A PIECE IN BEC ACTION**

**A**t the third round of the British Enduro Championship in Knighton, Wales, KTM's Tom Sagar finally saw his run of unbeaten form come to an end. Holding off Husaberg's Jamie McCanney to win day one Sagar had no answer to McCanney on day two.

Greeted by scorching hot weather the third round of the British Enduro Championship arrived in deepest Wales. With two special tests – Cross and Enduro – Sagar led the way on day one. Catching his rivals napping on the first cross test the KTM rider etched out an early lead as McCanney faltered.

Maintaining his advantage at the head of the field Sagar kept a watchful eye on McCanney as the Manxman closed in. But with time running out and enough of a lead built up Sagar hung on to take the win.

Fighting hard to limit the damage from his opening tests, McCanney closed to within two seconds of Sagar and took the runner-up result. Despite being twice the age of his younger classmates Honda mounted Paul Edmondson showed he can still deliver the goods. Coming out of 'retirement' Edmondson made a one-off appearance at the Knighton and placed third overall on day one. Behind him Honda's Jamie Lewis and KTM's Steve Holcombe completed the top five.

On day two McCanney set his sights on claiming his debut BEC win. Starting fast he immediately claimed a one second advantage over Sagar. Now dialled into the grassy Cross Test and forestry based Enduro Test McCanney continued to up his pace as the day progressed. Growing stronger and stronger he increased his lead over a chasing Sagar. Despite Sagar fighting back to win the fifth special test, McCanney responded to set the fastest time in the final two special tests and with it capture his first BEC victory.

Forced to settle for second Sagar took the runner-up result. Improving on his previous day's result Lewis ended his day just 11 seconds behind Sagar in third. Continuing to impress in his debut season in the championship class, Holcombe finished fourth while KTM mounted Mark Roberts completed the top five.

## HOT DATES!

**2014 RACE CALENDAR ANNOUNCED**

**T**he 2013 season may not yet be over but the provisional calendar for next year's Enduro World Championship and European Enduro Championship have already been announced.

Returning to an eight round series for 2014 the EWC will begin in Spain and Portugal. Taking in Greece, and then back-to-back races in Finland and Sweden the championship heads to Mexico in July for its only 'fly away' race of the year. The season will then conclude with the GP of Italy and the GP of France.

The schedule for the four-round 2014 European Enduro Championship will start in Spain on the last weekend of March. The championship moves to Romania and Italy before concluding with the three day final in Hungary at the beginning of September.

Next year's ISDE takes place in San Juan, Argentina in November.

**2014 EWC**

**Round 1** – 5/6 April, Spain

**Round 2** – 12/13 April, Portugal

**Round 3** – 10/11 May, Greece

**Round 4** – 7/8 June, Finland

**Round 5** – 14/15 June, Sweden

**Round 6** – 5/6 July, Mexico

**Round 7** – 2/3 August, Italy

**Round 8** – 13/14 September, France

**2014 EEC**

**Round 1** – 29/30 March, Spain

**Round 2** – 31 May/1 June, Romania

**Round 3** – 28/29 June, Italy

**Round 4** – 5-7 September, Hungary

## JONTY'S BOX

### SARDINIA IN A CAN

CAN BRITAIN'S YOUNG GUNS SECURE VICTORY AT THIS YEAR'S ISDE IN SARDINIA? JONTY RECKONS SO...

Words and photo by Future 7 Media

**S**omething tells me that this year's ISDE in Olbia, Sardinia is going to be a cracker. It's 100 years since the very first six days event – the International Six Days Trial as it was then – so there's no doubting that each and every person involved is going to be feeling at least a little sentimental about this year's running of the iconic event.

The six days is special no matter how you look at it, this year's is going to be extra special. Two things will make this year's ISDE one to remember. Firstly, the fact that it's being run by the Italian motorcycle federation – arguably the most passionate bunch of enduro nuts on the planet – and also because Team GB are seriously competing for a win in the Junior Trophy category.

Just about every racer that's entered a six days will have at some point waxed lyrical about the fact that 'anything can happen' at the ISDE and the fact that 'it usually does at the six days'. And of course they're right – it's a tough event in which few get to the finish having not experienced some kind of drama.

Forgetting for a moment that getting four bikes to the end of six days of competition is anything but easy, especially when going full noise in an attempt to do as well as is humanly possible, let me say something again – GB are seriously competing for a win. McCanney brothers Danny and Jamie, together with Jack Rowland and Steve Holcombe, have, in many people's eyes, what it takes to win the Junior Trophy team competition in Sardinia. Over the last few years Britain's youngsters have shown that they've got what it takes to deliver

impressive results, tough it out, and get to the end of an ISDE. This time around there's no hiding – the team has what it takes to win.

Without wanting to place unwanted pressure on the shoulders of the four youngsters, who, it has to be said, know what they're capable of yet remain extremely level headed about their chances – our GB Junior Trophy team can win.

Be it in the Enduro World Championship, the European Enduro Championship, the British Sprint Enduro Championship, the British Enduro Championship, the whatever – each of the squad's four riders has proved themselves. They all know exactly what they're getting themselves involved in and all will be as ready as they can be to go for not only gold but a winning Junior Team result.

The FMI – that's Federación Motociclistica Italiana to give them their correct title – don't do things by half measures. And as the merry band of men behind the running of this year's six days they'll be doing all they can, and then some, to ensure it's a memorable one.

The fact that this year marks 100 years since the very first ISDT which was held in the UK no less – is something that won't be lost on the organising Italian committee. They'll want to put on an extra special event and ensure every last detail is considered. They'll want to deliver an event to remember for all the right reasons. They'll want the Italian national teams to win, but, well, I've got my fingers crossed that not everything they'll want they'll be able to deliver...

*Jonty*



Danny McCanney on his way to a round four win in the BSEC



© Barry Clarke

## SUPER ENDUROCROSS

### ULSTER RACE ROCKS!

**P**roactive motorcycle clubs are something we all need a lot more of. Thankfully the guys at the Carrickfergus and District Motorcycle Club in Northern Ireland have got their heads screwed on and recently got stuck into a new event which they named Super Endurocross.

With their local village of Glenarm hosting its annual festival they took advantage of the situation and staged a cracking midweek Endurocross race. Rewarded with a big crowd of race fans and some brilliant racing the event proved a major success.

On the night it was former Jordan Scott (Husaberg) that took the win. Facing a strong challenge from visiting Italian rider Jacopo Cerutti (TM), Scott upheld local honour and took the win!

However, for the one-lap head to head dash Cerutti took the win and the £200 cash prize on offer. With a top night had by all the Carrick club can be proud of their efforts.

## TRADING ACES!

### SEISTOLA AND McCANNEY SWAP WINS AT BSEC

**H**usqvarna's Matti Seistola and Gas Gas' Danny McCanney enjoyed the spoils of victory at rounds four and five of the Husqvarna ACU British Sprint Enduro Championship at Llangrove, near Monmouth.

Continuing their battle from the previous round in Saints Well McCanney and Seistola squared up against each other at a dry and dusty Llangrove to mark the halfway point in the eight-round series.

Catching his rivals napping on the opening special test, Danny took an early lead but knowing the Finn was hungry to strike back the Gas Gas rider pushed hard to match Seistola's pace. Maintaining station at the head of the field McCanney bettered his Husqvarna rival in the eighth and final test to take

the win.

Despite his best efforts to recover from his early morning drama Seistola was unable to work his way to the front of the Elite class and ended his day 13 seconds behind McCanney. Joining in the battle for the lead during the early afternoon Husaberg's Jamie McCanney looked poised to make it a McCanney 1-2. Winning tests two and three Jamie then began to tire as the heat took its toll on the riders. Settling for third place McCanney ended his day eight seconds behind Seistola.

With the top three some distance clear of all other Elite class riders Jamie Lewis (Honda) placed fourth ahead of Tom Sagar (KTM), Mark Roberts (KTM) and Tom Church (Husaberg).

Determined to turn the tables on his younger rival Seistola began round five

in motivated fashion. Winning the opening two special tests it initially appeared as if the Finn was about to claim a comfortable win but on the third lap disaster struck as he cartwheeled his way down a technical stream. Fighting to re-start his machine Seistola dropped down the leader board.

Suffering troubles of his own Danny McCanney was unable to benefit from the Finn's mistakes. Crashing twice and then bending a gear lever on the opening test the Manxman faced an uphill battle to recover. Charging their way back into contention, the duo eventually overhauled Lewis to place 1-2 with Seistola snatching the victory. With Lewis delivering an impressive showing to place third Jamie McCanney ended his day in fourth while Sagar rounded out the top five.

## DANNY BOY!

### DANIEL MILNER RETAINS A4DE CROWN

**Y**amaha's Daniel Milner has successfully defended his Australian 4-Day Enduro crown. With the 35th edition of Australia's most prestigious enduro taking place in Harvey, Western Australia, Milner held off competition from Husqvarna's Matt Phillips and KTM's Chris Hollis to take the win.

On day one it was Phillips that took an early lead in the race. With overnight rain making conditions wet and muddy Phillips took the win and gained a 10 second advantage over Milner. Fighting back on day two, Milner capitalised on numerous mistakes by Phillips and moved to the top of the leader board. It was a position he would stay in for the remainder of the race

Consistently placing within the top three for the duration of the week Hollis ended his race as the runner-up with Phillips completing the top three.

## CHOSEN ONES!

### BRITISH ISDE TEAMS ANNOUNCED...

**A**s the annual International Six Days Enduro draws ever closer, Great Britain has announced its line-up of riders that will travel to Sardinia in September. Heading the World Trophy team, David Knight will be joined by Tom Sagar, Jordan Rose, Jamie Lewis, Jason Thomas and Daryl Bolter.

With all six riders having represented GB in the past the team has the potential to improve on their eighth place result from 2012. "The Trophy team is world class," confirmed team manager Dusty Martin. "David Knight is a three-time World Champion, Jason Thomas is producing great results in the American GNCC and Tom Sagar is a former British and European Champion and EWC podium finisher. Jordan Rose and Daryl Bolter are both former top-level EWC competitors and

newcomer to the team Jamie Lewis is currently performing well in the European Enduro Championships."

But it's the Junior World Trophy team that could overshadow the senior team's results in Sardinia. After landing on the podium for the past two years, the British Junior squad features just one change of rider from 2012.

Replacing Alex Rockwell, Jamie McCanney will join brother Danny McCanney, Steve Holcombe and Jack Rowland on the squad. With both McCanney's claiming world championship titles this season - Danny indoors and Jamie outdoors - Rowland recording winning results in the European Enduro Championship and Holcombe showing impressive speed since his return from injury, could Britain claim a winning result in the centenary year of the ISDE?



Jack Rowland will be looking for the win with Team GB at the ISDE





# BREAKING BAD!

**RYAN DUNGEY FINDS TECHNICAL ISSUES AREN'T HELPFUL...**

**R**ed Bull KTM's Ryan Dungey had an undisclosed mechanical failure at RedBud that cost him 25 points to Ryan Villopoto. Then, when making a run at the leaders at Millville two rounds later Dungey had another freak accident when a rock wedged between his chain and sprocket and partially derailed his chain. Keeping a cool head Dungey kicked the rock out, rolled his bike backward to put the chain back in place and took off recording a solid fifth place after rejoining the race well outside the top 10. Still, his luck hasn't helped his championship defence here in 2013.



Martin goes bar-to-bar with holeshot artist Wil Hahn

# HOME BOYS!

**JEREMY AND ALEX MARTIN GET A LITTLE HOME HELP AT MILLVILLE...**

**M**illville's Spring Creek Motocross Park is literally home to racers Alex and Jeremy Martin. Their parents own the track and their house is on the property. "It was really nice to sleep in my own bed, make myself some pancakes and sausage and then walk out the door to come to the riders' meeting this morning," said Jeremy Martin – the younger and faster of the two pros.

Jeremy actually led moto one for a while in front of his home crowd before succumbing to the Eli Tomac juggernaut with about five laps to go. Still, he scored a best-ever second place in the first moto, then followed that up with a come-from-behind ride in moto two to finish seventh and snatch fourth overall.

"I've never ridden this track on pro day at a National," Jeremy Martin said. "I have to say it's a lot rougher when the pros race here and it's rougher in different areas. It's not what I'm used to but it was awesome to have the crowd behind me that whole time."



# BUBBA'S BACK!

**JAMES STEWART FINALLY WINS ONE...**

**T**here have been at least a handful of motos this year where James Stewart should've or at least could've won but something has always gone wrong – including the first moto at Southwick where Stewart had a massive lead only to go down in a tricky, high-speed rut that also claimed other top racers including Trey Canard.

However, at Millville Stewart finally kept it together to win the first moto barely holding off Canard to do so while the two Ryans – Dungey and Villopoto –

were coming through the pack. Stewart backed that finish up with a solid third in moto two to take the overall for the first time in 2013.

"Honestly, I just feel like a lot of weird stuff has been happening so I knew it was just a matter of time," Stewart said after his win. "I'm glad the time's up, though. I'd be lying if I said I wasn't worried at all..."

This could mark a turning point for Stewart as we head into the final three rounds, the Monster Energy Cup and then the 2014 AMA Supercross series.



# SWEET TREAT!

**MILLVILLE'S VICTORY CIRCLE SURE SERVES UP A SWEET PIECE OF APPLE PIE**

**W**ith weather conditions on the hot side of sticky at the recent Millville National event organisers laid on a sweet treat for any racer reaching the podium in the form of some sweet apple pie.



# X RATED!

**JOSH HANSEN BREAKS OUT AN LA LAKERS BIKE FOR X GAMES...**

Josh Hansen is going to attack the X Games in Los Angeles with an RM-Z450 decked out in purple and gold like his favourite NBA basketball team the LA Lakers. "I figured the whole deal just made sense – being in LA for X Games, the whole Laker thing... I just want to wrap their stadium in this thing."

Of course, he means he's representing the Lakers colours in full. Hansen will be competing in Best Whip, Step Up and in the return of Moto X Racing – a discipline in which he is a two-time gold medallist. However, this year, he'll have to take on Chad Reed, Josh Hill and many others if he plans to repeat his gold-medal performances.

Speaking of X Games, Jason Lawrence plans to race the event in Moto X Racing thanks to Hansen getting him a bike ready for the event. So, for those who can't stop asking, 'what's going on with Jason Lawrence?' you'll be able to see for yourself shortly.



Stewart and Canard's battle at Millville is legendary – check it out on YouTube



# CANARD'S COMEBACK!

**DR TREY'S FOUND WHAT IT TAKES TO RUN AT THE FRONT ONCE MORE...**

Honda Muscle Milk's Trey Canard hasn't been himself for much of the 2013 season. Is it that the competition has gotten faster? Sure. Is it that he's gotten slower? Also, yes. But why? "I was honestly just coming to the track scared," Canard said. And can you blame him? Coming off of the broken back and multiple run-ins with a broken femur you'd have to be something more than human to have no fear. However, Canard is getting over it. "I felt like I rode really well at Washougal," Canard said. "I crashed on the first lap in both motos, so the results weren't great but I felt more like myself there, that's for sure."

But at Millville, it finally really started showing. In both motos, Canard started near the front, hung around up there, and then made great late-moto pushes. In the first moto, he nearly passed James Stewart for the lead on the last lap although Stewart held him at bay. In the second moto, he made his pass stick on Stewart in the closing laps, with much effort, and grabbed another second-place finish behind Ryan Dungey. The 2-2 was good for second overall, just behind Stewart's 1-3 score. "These last couple of weeks, I've felt more like my old self again," Canard said. "Hopefully, I can build momentum going into the off-season and into the supercross series next year."

It wasn't just Canard's attitude and speed that was better at Millville though. Both he and his teammate Justin Barcia got great starts and ran near the front with normal, cable clutches in their factory CRF450Rs. Over the past few years, Honda's factory hydraulic clutch was so sought-after that Chad Reed used spy photos shot by yours truly to have his own version made for his Honda in 2011 before he got a factory bike for the outdoors that year. Canard reported that the manual clutch was much more consistent and had a much better feel for him, and obviously Justin Barcia must have agreed as he was running the same setup at Millville.



# TOMAC TAKEOVER!

**ELI FINALLY BAGS THE 250 SERIES RED PLATE...**

Right now Eli Tomac is the only guy in the 250cc National field who can win a moto no matter where he starts. Tomac has been his own worst enemy in the early part of the series, with falls and other errors costing him moto wins. But over the

last few rounds he closed up the championship chase so he was just one point down on Ken Roczen as the two went into Millville. At Millville, Roczen crashed out of moto one handing 25 extra points to Tomac in the championship chase. When

he's on, Tomac may be the fastest guy in the AMA regardless of class. And it looks like he's well on his way to his first-ever National title and first time racing for Team USA at the Motocross des Nations in September.



# TOUGH COOKIE!

**K-ROC PROVES HE'S MORE THAN JUST FAST...**

People make a lot of observations about Red Bull KTM's Ken Roczen – he's handsome, he's stylish, he's fast. But until Millville very few would've said he's tough. However, early in Millville's first moto, Roczen got a face-full of roost from holeshot artist Wil Hahn at a bad moment and swapped out in a fast sweeper, hitting the dirt really hard. He was forced to pull out of the moto but he lined up for moto two and toughed out a very gnarly second-place finish to minimise his points loss to Eli Tomac to 28 on the day – Tomac won both motos. No doubt Ken was very sore for a few days after the race but I bet losing the red plate hurts more...





**Bobryshev wins the main event**

**Dracula leads Fred Flintstone, Captain Jack Sparrow and some posh bloke through the whoops**

# WACKY RACES!

**THE LEOK CLAN DELIVER A RACE THAT'S SO COMPLETELY DIFFERENT FROM THE NORM IT'S ACTUALLY OUTSTANDINGLY BRILLIANT...**

Words and photos by Sarah Gutierrez and Miquel Angel Queralt

It was the early 1970s when Tanel and Aigar Leok's Grandpa started running the Sõmerpalu race. Back then nobody knew how long it would run or how big it would become but every year since it has grown in size and also popularity.

Now, it's Aigar Leok's dad who organises it each summer – usually around the date of the Latvian GP. This cunning timing has allowed some of the fastest guys in the world to compete in the race and famous winners include Antonio Cairoli, Evgeny Bobryshev and of course Tanel Leok. But the Sõmerpalu race is not just another race for the fast guys – it is way more...

Waking up at the track on race day you start to see how the party starts to

build. All kinds of people camp over in a random mix of cars and vans – people who share a passion for family, friends, bikes, BBQ, beer and of course motocross. The bikes they bring are an eclectic mix too from old classics to full factory racers, pit bikes, enduro machines and a good bunch of those 50cc mopeds you only ever find in Eastern European cities and are so peculiar looking that you can't take your eyes off them.

In the afternoon when the action begins people settle down in the grandstands or sit in the forest to watch all the classes compete – from 85cc to International. After a while you start to see people starting to change into different attire – something a little

stranger. We had been told before the event that the funniest part of the day was the moped race. It started five years ago and is getting more popular – and stranger – every year! It's hard to describe and to fully understand it you really need to see it for yourself.

The starting grid soon fills with mopeds and their riders – most of them wearing costumes as the best costume and the best team get a trophy. There are no words to describe the spectacle of a motocross track filled with 80 mopeds and even taking pictures was quite a difficult mission as laughs quite often lead to dropped cameras! It's not all that often you see a crocodile, then a bear, then Dracula and some Russian officials, Pippi Longstocking, some

Arabian sheiks and even a Christmas tree appearing through a whoop section on mopeds. What a race – truly unforgettable!

It's such a spectacle that even the international riders are distracted from preparing their start gates for the final. This year's big money race is won once again by Evgeny Bobryshev who absolutely loves the atmosphere of this very special race.

To finish the day – after all the long podium ceremonies – comes the results of the raffle that that even the pro riders religiously check their tickets for – just imagine missing out on winning a washing machine or even a ride-on lawnmower...





Nice sausage!



"Do you like scary movies?"



# DANGEROUS

## DOUBLE DISASTER!

LEE HAS A TOUGH TIME OF IT ON AN IMBA WEEKEND AND AT A CAMPING TRIP TOO – BAD TIMES, DUDE...

Words by Lee Dunham Photo by Mike Wood

**W**e headed to Belgium for round four of the IMBA championship to a track I've never been to before called Werchter. It was boiling over there and in standard foreign motocross fashion they had music blaring, a huge beer tent and people drinking beer like it was going out of fashion.

I don't know what it is about foreign motocross events but they are way cooler than what we have in the UK. Everyone loves it – even the people that clearly have never been to a motocross track before! They get so involved and so crazy cheering literally just about everyone on who races!

So after lots of watering the track was left in great condition and didn't need to be touched all day on Sunday. We have two practises at the IMBAs with the second practise being timed for gate positions. With it being wetter, I went out near the front and posted four or five sprint laps initially and felt pretty good. Then I pitted and adjusted my suspension to make things better for the race. Then I found out the Belgian officials didn't know the rules and started qualifying after five laps like they do over there.

In the first race – after ninth choice of the start gate – I had a good jump and went into the first corner in the top three where one of the local heroes decides to ram into my rear wheel and then try to accelerate through me! So now I'm in last with the whole pack to catch. I made it back to seventh.

Before the next race we're washing the bike and the power washer blows up. In the next race I didn't get a decent start and I was midpack with another mission to score decent points. I made it back to fourth.

In the last race I was pretty determined to make some big points up! I got a decent jump from the start gate and found myself in about third only for some Belgian rider to nail my rear wheel which started a chain of events that took me down with about 25 other people! I remounted pretty quick and set my sights on catching back up but on lap two I had a technical issue that resulted in a DNF.

So a pretty bad day, right? That's not the best of it! We loaded the lorry up and tried to leave the field to catch our ferry home but the lorry has broken down. And what's worse is the air

compressor has broken which meant we had no air to release the brakes for the lorry to be towed, moved or to do anything with.

Luckily we had Pearcy's dad and the Barrsy clans help to assist us and also to hitchhike back to the UK with. Meanwhile my dad is stranded in Belgium, Mercedes send out a new part on Monday and they can start the journey home! 30 miles later they get a blow out in the third lane of the motorway on the front tyre! So fortunately they're able to get the recovery service out to replace the wheel but meanwhile another part on the brakes breaks. So now more delays whilst Mercedes fix more issues. I haven't had a weekend like that in a while and hope to never have one like it again!

Since then life has been about fixing the lorry and training! Not only riding myself but I've also been doing some training schools out and about! It's so cool seeing so much effort, enthusiasm and smiles from the classes! Just thought I'd mention two guys in particular who are putting in 100 per cent effort week in and week out and that's Ben and Darren! Fair play you two – good on you! Keep plugging away!

So Rhi and I went to Woolacombe on a weekend off recently and like typical camping professionals we turned up with a black and white pop up Polka dot tent! No sleeping bags but duvets instead and no food but Haribo. We are too cool! It just so happened that there was a tornado that night! The pop up tent was not waterproof and it was not pegged to the floor and the guide ropes were not used so basically it would have been easier to sleep inside a washing machine on fast spin for eight hours. Never the less, the next day the beach was awesome and I was like a yoyo in and out of all the surf shops.

Back to bikes and over the next few weeks we have a really busy schedule of bigger races and I'm really excited to race! We have new bikes and I'm feeling good so fingers crossed we can pull some good results together.

If you're racing, riding, or even practising then have fun, be safe and most importantly kick ass!

*Ben Chaw*  
#281



# FULL GAS!

**FMX STARS WOW THE MASSES AT GOODWOOD'S FESTIVAL OF SPEED...**

**W**ell known as a must-see event for all petrol-heads the Goodwood Festival of Speed was almost rocked to its very core when an electric car came within milliseconds of setting the fastest time in the iconic hillclimb event. Fortunately over in the GAS arena the FMX boys were keeping it real by keeping their battery-powered toys tucked away and tearing it up on fossil-fuel burning machines instead during a series of high-flying shows that wowed the massive crowds!

With a rider roster that included FMX legends like Brody Wilson, Petr Pilat, Kota Kugimura, Luc Ackerman, the Meyer brothers, Jey Rouanet, Jamie Squibb and the one and only Dan Whitby it was always gonna be bonerific and rather unsurprisingly the cravat wearing Pimms n' Porsche crowd ate it up like canapés.

One of the biggest fans of the DJ BBQ-hosted show was Lord March who opens up the grounds of Goodwood House every year for the Festival of Speed. "Goodwood Action Sports was incredible," says Charles Henry Gordon Lennox. "Celebrating everything from world class BMX to jaw-dropping FMX GAS is a wonderful addition to the world class motorsport celebrated at the Festival of Speed."

And that's because not only is the action bad-ass but the concept behind it is simple. Take 7,000 tonnes of dirt, sculpt it into the ultimate two-wheeled adventure playground and let the world's leading stars loose for a series of adrenalin-pumping shows – it's no wonder that the riders love it too. "I'm so stoked on riding here," says Whitby. "This is the biggest event I've ever jumped at and being part of it is so cool."



**DJ BBQ knows a thing or two about grilling British beef – here he interviews Jamie Squibb**



**A huge whipped out Switchblade from Squibby**





*Petr Pilat blows the mind of the GAS crowd*



*Team GAS chill out after another hardcore show*



*Pages picks up the title in Madrid*

© Jörg Mitter/Red Bull Content Pool



*Dan Whitby wonders if he left the oven on – he didn't!*

# WINNER TAKES ALL!

PAGES PICKS UP THE MOST IMPORTANT PRIZE IN FMX

## RED BULL X-FIGHTERS

SERIES STANDINGS

**T**homas Pages puts in the ride of his life at Madrid's Las Ventas bullring to wrap up the 2013 Red Bull X-Fighters World Tour title in fine style. By throwing down a final run that includes his Flair (a 540-degree turn off a quarter-pipe), Special Flip (a mid-air back-flip above his seat) and the Volt (a mid-air 360-degree body varial above his bike) as well as his all-new trick – the Flair Tsunami – Thomas beats Taka Higashino to the gold but more importantly wraps up the title too!

1	Thomas Pages	360
2	Dany Torres	260
3	Taka Higashino	245
4	Rob Adelberg	240
5	Levi Sherwood	225





### ANSWER 2014 RACEWEAR

With an all-encompassing range of racewear for 2014, Answer have pretty much got you covered no matter what you're after in terms of type, look and price of race clothing from the off-road inspired Mode to the cool-as-f\*ck Skullcandy collection and then there's the totally awesome Alpha and ION ranges too. Like I said there's something to suit all tastes and pockets. To see what you might fancy head online to [www.answer-racing.com](http://www.answer-racing.com) and then mosey on down to your local stockist. You can find where yours is by using Apico's brand-new online dealer locator at [www.apico.co.uk/dealerlocator](http://www.apico.co.uk/dealerlocator). Cunning huh?

**Price:** various  
**Supplier:** apico.co.uk  
**Contact:** 01282 473198

### APICO PRO WASH BIKE CLEANER

Apico have entered the bike wash wars with this bright blue Pro-Wash bike cleaner which at £5.75 per litre – it's actually less if you buy it in bulk – is a chuffing bargain!

**Price:** from £5.75  
**Supplier:** apico.co.uk  
**Contact:** 01282 473198



### FLY RACING 2014 EVOLUTION VERTIGO RACEWEAR

Fly Racing are really trying to push the boundaries with their 2014 Evolution line in look, technology, fit and finish. By utilising the latest in design and material technologies as well as some eye-catching design it looks like they've achieved what they wanted to n'all. Good work there Fly Racing fellas...

**Price:** Jersey £41.99 Pants £139.99  
Gloves £24.99  
**Supplier:** racefx.com  
**Contact:** 0845 450 1448



### DC SHOES CASUAL CLOTHING

Judging by the amount of naked flesh I can see outside the window of DBR Towers I can only assume that summer has arrived which means now is the time to slip into something slinky in an attempt to beat the heat. I said heat – y'know with an aitch? Anyhoo, if like me you need to update the contents of your wardrobe then it's also the time to head online to [www.freestylextreme.com](http://www.freestylextreme.com) where a load of new lines – like this DC Shoes doozie – are just waiting for you to peruse, click and buy them. So get on it before it's too late because stock as hot as this is like the British summer – it don't hang around for long...

**Price:** see website  
**Supplier:** freestylextreme.com  
**Contact:** 0117 304 9561

### WINGMAN GROOMING PRODUCTS

According to Wingman – the UK's newest and allegedly most adventurous male grooming brand – their new three-in-one product allows men to shower, shampoo and shave all from the one bottle. And if that kind of time and effort saving product floats your boat and you're a total petrol head n'all you'll be no doubt stoked to read that the JetFuel 'flavour' has been designed to smell like Av Gas thanks to its unique blend of scents that include wood, spice, oil and burning rubber – mmm, exotic!

**Price:** £3.49  
**Supplier:** worldofwingman.com  
**Contact:** info@iamwingman.com







## ALPINESTARS 2014 CHARGER RACEWEAR

Although more famous for their boots than riding kit, there's no denying that Alpinestars' Charger racewear is any less amazing in design, construction, look or feel than the content of their award-winning range of footwear. With all-new colours and refined designs for 2014 the Charger racewear range is sure to sell just as fast as it looks so if it floats your boat hunt some down before it's too late.

**Price:** Jersey £32.99 Pants £129.99  
Gloves £32.99  
**Supplier:** Alpinestars.com  
**Contact:** CI Sport 01372 378000

## MSR 2014 RACEWEAR

MSR ain't messing around when it comes to getting next year's kit out there and by the time you read this it should be filtering through to a dealer near you. With a long and illustrious history in off-road sports MSR's quality and fit is second to none and with designs to suit all tastes the 2014 collection ought to be a major player in the clothing wars. Check out the full range at [www.msrmx.com](http://www.msrmx.com).

**Price:** TBA  
**Supplier:** apico.co.uk  
**Contact:** 01282 473198



## ANSWER 2014 HELMET RANGE

As well as producing some pukka racewear for 2014 Answer have upped the ante with their helmet range n'all with brand-new designs that are guaranteed to rock your socks. The helmets have been constructed to allow air to flow freely between the shell and inner liner which should help keep your noggin cool in the heat of the battle. They also meet all safety requirements and look quite amazing too – in DBR tests two out of two test pilots looked much better with an Answer helmet on than not. Make of that what you will...

**Price:** TBA  
**Supplier:** apico.co.uk  
**Contact:** 01282 473198



## FSAS CASUAL TEES

We love a bit of Famous Stars and Straps t-shirt action here at DBR Towers and this latest batch of short sleeve goodness definitely meets our high standards in terms of style. And since it's FSAS stuff we know that the fit n' function'll be frickin' fantastic n'all. Fantabulous.

**Price:** see website  
**Supplier:** freestylextreme.com  
**Contact:** 0117 304 9561

## RFX PRO SERIES CLUTCH COVER

Machined from 6061-T6 aluminium and then hard anodised for increased wear this 2.5mm deeper clutch cover allows you to run 100ml more oil in your Honda, KTM, Kawasaki or Yamaha's motor which should help increase both oil, clutch and engine life as well as bling factor. Used by top teams like STR KTM, DB Racing Honda and HM Plant KTM UK this RFX Pro Series cover is available now in shops nationwide.

**Price:** £129.99  
**Supplier:** racefx.com  
**Contact:** 0845 450 1448





## TOP TEN REASONS YOU SHOULD GO TO THIS YEARS MXGP FESTIVAL..

1. YOU DONT JUST GET A WORLD CHAMPIONSHIP GRAND PRIX, YOU GET : EMX65, EMX85, EMX125, EMX250, MX1, MX2, MX3, VMX, WMX, HONDA 150, & AMATEURS.
2. CAMP WITH YOUR MATES FOR 40 QUID AND SPLIT THE COST. BARGAIN!
3. TAKE YOUR EXPERIENCE TO THE NEXT LEVEL WITH VIP. EXCLUSIVE ENTRANCE AND PARKING, AMAZING FOOD, AMAZING VIEW, PADDOCK ENTRY, MEET 'N GREET WITH RIDERS AND MUCH MORE!
4. LATE NIGHT ENTERTAINMENT FROM MONSTER ENERGY TO KEEP YOU AND YOUR FRIENDS ENJOYING THE WHOLE WEEKEND FROM START TO FINISH.
5. GREAT OPPURTUNITIES TO GRAB GREAT BARGAINS FROM BRITISH SELLERS, CHECK OUT THE LATEST BIKES AND PURCHASE OFFICIAL MERCHANDISE.
6. POSSIBLY ONE OF THE BEST MOTOCROSS TRACKS THERE IS (DONT TAKE IT FROM US, TAKE IT FROM THE 2 AWARDS AND THE FACT IT'S BEEN USED MORE TIMES FOR A GP THAN ANY OTHER TRACK IN THE UK SINCE 2000)
7. AMAZING RACING ACROSS THE BOARD WITH MATTERLEY LIKELY TO HOST THE TITLE WINNING RACES!
8. UNBEATABLE ATOMSPHERE IN A NATURAL AMPHITHEATRE WHERE THE ROAR OF CROWDS, THE BLAST OF AIR HORNS AND THE RUMBLE OF ENGINES FILL THE AIR.
9. AUGUST BANK HOLIDAY WEEKEND MEANS NO RUSH TO WORK ON MONDAY, CAMP UNTIL THE MORNING AND PERHAPS VISIT THE ANCIENT CAPITAL OF ENGLAND, WINCHESTER.
10. MEET YOUR IDOLS IN THE PADDOCK, ROOT FOR 2012 BRITISH HERO TOMMY SEARLE TO TAKE HIS DEBUT MX1 PODIUM.



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# THE BRITS!

OUR HOME-GROWN HEROES - AND EVENT PROMOTER STEVE DIXON - TELL US JUST WHAT TO EXPECT AT THIS YEAR'S BRITISH MXGP...

Words by Jeff Perrett Photos by Ray Archer

Although we fully expect both world championship titles to have found homes before the GP circus comes to Blighty over the bank holiday weekend there are still a million and one reasons to head to Matterley Basin between August 22-25.

Billed as the biggest and best GP of the year – the MXGP festival certainly delivers more on-track action than your average round of the world championship with MX1, MX2, MX3, WMX, Vets, EMX250, EMX 150, EMX125, EMX85, EMX65, a Monster Energy backed Amateur class and even an MX1 Privateer Challenge all going off over the four days. The bulk of the good stuff all happens on the Saturday and Sunday though and it's Sunday's MX1 and MX2 championship races that are of particular interest to us. We say that because by our reckoning we're gonna see British riders on both podiums – and hopefully at least one on the top step!

After his double win in MX2 last year Tommy Searle will head to Matterley on a high –

particularly following his super-strong showing at the German grand prix which included a qualifying heat win backed up with joint third overall on the Sunday. Historically, Tommy has always shone at his home round of the championship and as well as last year's double win has stood on the podium every time the world champs has visited the Winchester venue.

While Tommy definitely doesn't need any help to get the job done – although that's no reason not to hang over the fence and cheer like a loon each and every time he comes past – it won't do any harm that TC#222 will most likely be in his post-title winning comedown while Paulin and Desalle have never particularly gelled with the place. Hot n' cold blowers Max Nagl and Ken de Dycker could be up for the win – or not – depending on what side they get out of bed.

Much happier now he's back on a Yamaha, Shaun Simpson will be looking to reach the top 10 in Winchester and if he achieves it that'll be a solid performance for the Scotsman. After finishing 14th overall in 2011 and 12th last year another two place improvement will get that job

done – c'mon Woody don't let us down.

It's unclear which British wildcards will be joining Shaun and Tommy on the line in MX1 as nobody from the ACU could tell us who'd even applied for a wildcard place – let alone got one – due to holidays and whatnot. We will be able to give you a heads-up online over at [www.dirtbikerider.com](http://www.dirtbikerider.com) though just as soon as we find out...

In MX2 all British podium hopes lie with Jake Nicholls, Max Anstie n' Mel Pocock although in all honesty it's probably just out of each for the two ginger ninjas although they will be going all out to reach the box. Nicholls has had a tough old year of it so far but with happy hunting grounds of Loket and Bastogne on the run in to Matterley which should give his confidence a shove in the right direction and a vocal boost from the home crowd will be looking for a career-best result.

Anstie and Pocock have both had an up n' down year so far and while the pair of them have showed amazing speed and a willingness to battle they've also been dogged by bad luck. If everything aligned in their favour at Matterley





## TommySEARLE

MX1 #100

'Our Tommy' once again starts the British GP as the UK fans' favourite to excite and after his strong performance – and qualifying heat win – in Germany might start as overall favourite to win his home GP in his debut year in the 450 class. If he does hand it to Cairoli and co then Matterley will go nuts. After his double win over Herlings last year the British fans went home on a high and if he can repeat that feat then that feel good factor will undoubtedly last even longer.

"I'm actually really happy with how I'm riding coming into the British GP," says Tommy. "It's my first year in MX1 and I'm not too worried about my results so far if I'm honest – I'm working on my riding to build up to next year really. In the second half of the season I've been getting much stronger and I'm confident for the rest of the season and the British GP in particular.

"I love the British GP and can't wait for it to come around. I am so confident coming into that event and I don't know what it is but I just always seem to be able to step it up for the British GP. I'm now running the pace of the top boys in MX1 and if it wasn't for some bad luck I would've been on the podium a couple of times already by now. I want to make that happen at Matterley. I love the track, I love everything about the British GP weekend – as soon as I get there I just enjoy it.

"I wish I could get that mindset for every other race – I'm a confident person but even more so at the British GP. Earlier in the year I lost a bit of confidence and there were a few issues within the team but we've got over that now and it's all clicking like it should. I'm a stronger rider now and I know what I can do. I had my first ever GP race win at a British GP, I had my first ever podium at a British GP and I even had my first ever MXdN in Britain so my home race has always been good to me.

"You go along with the buzz and it's only after the event you probably feel a little more mentally tired than at the other GPs. Last year I was really drained. I remember feeling relieved after the first race because I won it and at least I had given the crowd something to be happy about. I worry about that a little bit – people come to watch me win or do well and I don't want to let them down.

"Last year was tough, I was sick between motos but no one really knew – I didn't want the word to get out. I was on the toilet between motos and that didn't help my nerves. I didn't feel good going to the line for the second moto but I managed to step up and the crowd played a big part in that – the adrenalin helped me through.

"I want to be on the box but I really want to win it again and there's no reason why I can't. I'm getting good starts now and feeling good – it's just all starting to gel so I'm feeling very confident about Matterley."

then top five is a certainty but they'd definitely need better luck than they've enjoyed at previous British rounds – Anstie is yet to finish a qualifier at Matterley and so his gate picks for the points payers have been appalling while an early crash knocked Pocock off-kilter in last year's EMX250 encounter.

HM Plant KTM UK have two entrants – British champ Elliott Banks-Browne and James Dunn. Neither rider is quite where they'd like to be in terms of GP success this season – although EBB is without doubt the alpha male on the UK MX2 scene – but they could well turn that around at Matterley. Elliot proved previously he has top five GP pace while Dunny has performed well in EMX125 clashes at the Basin for the past two years.

Battling the Brits for the podium places in MX2 will be Jeffrey Herlings –who has won every GP so far this year and barring any Josh Coppins-esque disasters is expected to win the title in Loket – plus his team-mate Jordi Tixier. Then there's Jose Butron, Christophe Charlier, Glenn Coldenhoff and Dean Ferris n'all come to

think of it. Phew, that class is packed!

So that's the bulk of Sunday's action sorted but which other Brits do we need to look out for? In the Euro series it's Jordan Booker, Ben Watson and Adam Sterry who'll be looking for that home edge in this year's EMX250 encounter while 125 series regulars Liam Knight and Charlie Hamlet will no doubt be wanting some of the same too. Whether they'll be joined by any British wildcards remains to be seen as last year's entry was limited so it could be the case that only championship regulars get the opportunity to race in this one.

In the WMX class Natalie Kane, the Dunlop sisters and Sophia Paull are the only regular Brits racing although there will definitely be space for some extras in the mix at Matterley – Stacey Fisher, Chelsea Gowland and Amie Goodlad were the best of the wildcards last year. This could actually be a fairly interesting clash as Kiara Fontanesi, Meghan Rutledge and Steffi Laier battle it out for the win with Natalie.

We're hoping DBR bike tester Ed Bradley will liven things up in the Vets class now he's hit the

big four-oh! Other Brits who should be in the mix for a podium place will be Phil Mercer and Gary Hoptrough – the super-fit stunt performer who once doubled for Carla in Coronation Street. Darryl King and Mats Nilsson ruled the roost last year but there entries are unconfirmed so far for 2013 – more news on [dirtbikerider.com](http://dirtbikerider.com) when we get it.

And that's just the half of it. There's no knowing which amateur racers will sign up or who'll be brave enough to take on the MX1 privateer challenge which in all fairness could be quite an interesting little event as riders vie for free GP spaces in next year's MXGP championship.

All in all it's gonna be a stunning weekend of motocross action on one of the world's best tracks and you'd be a fool not to be there. Make sure you don't miss out on any of the action and get there nice n' early to soak up everything this MX Festival has to offer. Once you've read everything our home heroes have to say about the event log on to [www.britmxgrandprix.com](http://www.britmxgrandprix.com) for even more info. See you there!



The season started off well for Anstie on his new Rockstar Suzuki team and it started to look like he'd fulfil the obvious potential but since those early rounds momentum seems to have been lost. In a host of races you can almost be forgiven for forgetting he's in the race such has been his form out of the start. His desire remains and his fitness seems to be in good shape but by his own admission he's giving too much away at the start. Will the fact it's his home GP and he's racing literally just down the road from where he was born give him the edge he's been looking for at Matterley?

"I had good preparation coming into the season and had a top three finish in Thailand and then Holland but then it hasn't quite worked out how I would've liked since then. Having said that I honestly feel good about myself, my training is going well, I'm physically really strong and feeling really good on the bike – it's just the starts that are killing me. We're trying some development on the bikes and as a team we have to keep working hard and hopefully find the answers to get me out of the gate and running near the front from the get go.

"Obviously I'd like to be doing better and I know I should be doing better and up there in the top three more often but all in all I'm quite happy with where I'm at for the first year on a new team. We're all working well, the team have done an excellent job and we're all getting along good. They're a great bunch of guys and I really do like their company. We're working hard and if we continue to do that I'd like to think I'll be getting more top three finishes and maybe even better before the year is out – the British GP would be a good place to do that.

"I love riding Matterley Basin for one so that helps but I'll be going there confident. My immediate goal is to get on the inside of the start box for the race, because the last two times I haven't even qualified inside the top 20 which doesn't help. The last two years it's all gone wrong for me at Matterley but I really do like the British GP. You've got all the British fans cheering you on and I love that – I love to try and put on a show. And at the end of the day it really is my 'home' GP – I was born in Winchester. My home is back here too and I spend most of my time just up the road in Newbury and Andover so it's a special event for me.

"I don't feel any extra pressure at all. I'm pretty consistent in my approach to racing and treat each GP the same. It doesn't matter where it is, I'll go out on that track and always ride 100 per cent and to the best of my ability – it doesn't matter if it's supercross, hardpack, sand, whatever. I really focus on myself and what I need to do. When I'm at race I'm relaxed all the time but that doesn't mean I'm not focused on the job in hand.

"Obviously I want to get on the podium at Matterley. Well actually no I don't just want to get on the podium there – I want to win! Realistically though if I can just get in the mix in the first corner it will be game on, we'll be sorted and I can at least have a good shot at it. I'll be bending those bars going down that start straight to get there first that's for sure. I'll put on a good show and will be scrubbing everywhere trying to get the job done!"

Local lad Max Anstie will be aiming for the podium







British MX1 champ Kevin Strijbos sits just ahead of Tommy in the championship



It's always close in MX1



Jake's luck has been shocking of late so he's hoping for some good vibes from the UK fans

## Jake NICHOLLS

MX2 #45

If form and season results are anything to go by then Nicholls is arguably Britain's best hope of a podium finish in MX2 – or possibly even win if the all conquering Jeffrey Herlings has a bad weekend. Slowly and surely with minimal fuss Jake has worked his way up the world championship rankings through the years and was really hoping to finish his MX2 career on a high but this season he's had far too many setbacks. With illness now hopefully behind him and a bit more luck on his side this year's British GP could be the one where we see him up on the podium at the end of the day.

"I'm really not where I want to be coming into the British GP," admits Jake. "My target was to be in the top three but that's realistically out of the question now so it's now top five. Being brutally honest it's been a bit of a nightmare year. I've had so many setbacks whether they've been mechanical, errors on my behalf or just bad luck and then there's been health issues with my blood and whatnot – it's all been pretty frustrating. It's felt like every time I get some momentum going I get kicked back into the gutter. I feel like I've learned a lot from it – that and the fact I'm happy about how I'm

riding are about the only positives I can take from it really.

"I'm definitely riding better than I have ever done but on paper I'm doing worse than I did last year. I've been a steadily progressing and pretty consistent over the past few years and now it looks like I'm a bit of a one year wonder and that's hard to take because I've only worked harder and learned more things – I guess that's just the way it goes sometimes.

"As much as you work hard to make your own luck it's not always going to be on your side. I've had the illness and that was pretty personal so I didn't want to broadcast that about everywhere and it only looks like you're full of excuses if you do. But that did take a lot of wind out of my sails. Hopefully I'm over that now and can push on and really finish the season off strongly. That will also put me in the shop window more for MX1 teams because I'm moving up next year.

"I really try to enjoy the British GP – you have to with all those fans cheering you on and wanting you to do well. Yeah there's a pressure that comes with that but you learn to feed off it. I'm focused when I get on the bike and that's what matters. The pressure lifts you

a bit and you get pulled along by the atmosphere – it's a great feeling. Without wanting to sound like a di\*ck it's nice for all of us British riders to get the attention and every rider from every other country must feel the same at their own home GP – that's what makes the world championship special.

"On the track I try to stay calm and stick to the game plan but if you're caught up in a battle the fans definitely give you the edge and light the fire in your belly. It's a good feeling to hear and see them cheering you on – I mean if you can't find that little bit extra from that then you're obviously not cut out to be in professional sport. I don't feel any added pressure because I've been the highest place Brit for most of the year in MX2, just purely because I've been setting my targets to get on the podium at every GP anyway and the British GP is no different. I'll just go there, try and stay relaxed and enjoy it for what it is. I don't race in the British championship anymore so it's a special weekend for me no matter what but if I could make the podium that would great. I'll just give it 100 per cent and hopefully the home fans will appreciate that."





# SteveDIXON

THE MAN BEHIND ALL THIS MATTERLEY MADNESS...

Some people questioned Steve Dixon's sanity when he said he was going to take on the running of British GP several years back. Maybe deep down he did too but here we are looking forward to another British GP at a fantastic venue which has become the biggest event on the world championship calendar. The often quiet and methodical Dixon's work ethic, passion and vision have played such a key role in that happening. Although it's been a steep learning curve and extremely taxing on his time and resources it seems like the British GP is going to continue to evolve under his leadership.

"It's getting a little easier every year to organise but at the same time there's more and more regulations to deal with each year – particularly for health and safety," says Steve. "There has to be a heat wave plan, a wet weather plan and all these type of things because ultimately the local council don't want any comeback on to them if something goes wrong."

"There's so much more to it than just running a motorcycle race and that's what really takes the time and effort. It's like the Isle of Wight festival last year, they had floods and it was a washout so for this year they had to abide to a new act and lay down new roads and lay tracks down if they wanted to continue. The local council are coming round more to the fact that this event could continue to grow. They are supportive of it, it brings revenue into the area and they want to work with us to give it the stability going forward."

"We'll be better prepared for the number of riders this year. Last year was the first attempt at the festival feel with all of the riders and we learned a lot – it wasn't easy but at the same time it was a success considering it was the first one. We need to look at things like distribution of electricity for all the riders' motorhomes and water to clean all the bikes – there's a lot of them! If you consider that each power washer goes through eight litres of water a minute and it takes approximately 10 minutes to clean a bike to a standard for the mechanic to work on it then times that by the number of bikes we have at the British GP and you get an idea of just how much water we need just to clean the bikes – then there's fresh drinking water."

"Plus there's all the work on the track. We've put a new section in after the finish. There's now a tunnel after the finish for the photographers to safely access the middle of the circuit and we've moved the pit lane to the other side of the start so it's nearer the paddock and so that everyone can now see all of the start straight from the other side of the valley. We've screened more soil to put down on the circuit and we've got a load of wood chippings to mix in with that so hopefully we'll have a sunny day but no issues with maintaining moisture in the circuit."

"We have small team working out of the office to organise and delegate. It's just me, my son Brad and his girlfriend Leah but it works because between us we

all know what each other's jobs are and how they are coming along. Yes it's been difficult and a steep learning curve but ultimately I think it's worth it – I want to see the British GP at Matterley for a long time and see continuity. I've taken some heavy knocks but I think that's the worse it's ever going to be and I've come out the other side. In 2011 the ticket company blew up on me and left around a £100,000 deficit for me to fill. That was a massive financial hole to get out of which I'm almost there on but that was a big thing."

"This will be the fourth GP at Matterley and that's more than any other British GP in the modern age so I'm proud of that. I just want to continue to build it up slowly and quietly. I'm not driven by money, I'm driven by the passion of doing it and trying to do it to the best of my ability. I'm trying to build the foundations right and if I do that then, yeah, hopefully it will become more profitable in years to come but now I'm still spending money on the infrastructure. We've just put in fibre optic broadband from the nearest point which was 1.7km away so that we have really good internet hook up for all the journalists. Stuff like that is important if Matterley is going to be the home of the British MX GP for many years to come – I'm a bit obsessed with it!"

"Everything I do I try to do it right, whether it's the race team or the GP. The only way to do that is through hard work because you can never guarantee money coming in or ticket sales. I'm not really one to moan





All hopes rest on Tommy in MX1

because taking on the GP was my choice. I'm not out looking for praise all the time either, I just enjoy doing what I do and want to do the best job I can. I want to get it to a point where it's self funding and things come easier, that would be an achievement I'd be happy with because the event industry is tough at the best of times but especially with a lot of people still feeling the pinch. When I lost the £100,000 it would have been easy to go bankrupt and maybe I should've but I have a conscience.

"It would be better if people were more supportive from the federation because it is the biggest event of the year for British motocross – even more so now it's a motocross festival with 11 classes racing over the weekend. We as event organisers have sorted out all the marshals for this year and bought them new flags and equipment. It's stuff like that where I'd like to see more support because at the end of the day it's a showcase for our sport to the general public.

"We've seen a lot of success with British cycling over the past couple of years for example and a big part of that is because the people in charge have invested and worked hard – we should be doing that. Dare I say it, if it wasn't for an idiot like me or people who have gone before we wouldn't have a British GP on the calendar. That's not a call for praise – it's just that I want to see a MX GP in this country year after year with some real continuity."



Mel Pocock's capable of a top five finish

## MelPOCOCK

MX2 #119

The Monster Energy Yamaha rider is back racing the MX2 class after a very success sabbatical plying his trade elsewhere. The 2012 250cc European champion now feels like he truly belongs in GP motocross and even if the results haven't gone how he would've liked Pocock remains confident and is looking forward to his home GP – especially after the disappointment of last year's EMX-250 round at Matterley.

"After last year racing the Europeans I set my goal to be finishing around the top 10 for this year and consistently be in the mix but that hasn't quite happened. I feel like I've got the speed and could maybe be up there in the top six even but for me to get a top 10 seems quite hard at the moment. Something always happens to me and I don't know what it is – things like people crashing in front of me, first lap tangles or me having some crashes of my own. I had a good result in Brazil and was pumped with that but the rest of the races just haven't gone how I've wanted them to go.

"I stand by my decision to take some time out of GPs and do the British championship and then the Europeans though – it was such a big move. I'm definitely a confidence rider and doing the GPs when I was younger got me down and I had no confidence in my riding – I lost my way a bit. So then to go and do the British and start winning European rounds was a huge boost. It was great to win and feel like I'd really accomplished something and deserved to win, you couldn't have bought that. It made such a difference and although my result in GPs right now may not still show it, I'm ready for them and now feel like I belong in them.

"My training with Kirk Gibbons has really made a difference too, not just the physical side of things – he's really made me feel more confident about myself as a racer. He's trains us all to race and win as a group with Tommy Searle, Alex and Sam Lowes – all of us. It's a real positive group and we all push each other.

"I'm really looking forward to the British GP this

year. It's always great but last year I felt the pressure a little bit because I came into it dominating the European championship. Everyone was saying 'oh you'll win easy this weekend' and I don't think people realise how hard it is. Yeah I was winning but everything had to go my way to win. I got taken down in the first corner at Matterley and banged my head so hard. I tried to get back to the front and win but I didn't and I struggled all day after that. When it was over I just wanted to get out of there as quickly as I could. So many people wanted to see me win and I was upset and disappointed when I didn't.

"Hopefully this year it will be better and I'll get a little more luck. I'm not expected to win so maybe I won't feel that expectation and will ride more relaxed and be lifted by the fans. I'd like to have two steady top 10 rides and that might put me up in the top six – that's where my goals are at the moment.

"The British GP is different from the others for sure. I love the fact there's a load of people there I know and I like talking to all the fans. I'm not the type of rider that locks himself away to focus – I like to get out and about and enjoy the whole feel of it. I like doing the signings and having photo requests, all of that, it's cool, it's a nice part of our job. I have people come up and say they follow me every weekend and on Twitter and stuff so it's cool to say thanks to them.

"On the track the noise from the fans is just nuts – on some corners last year I had a job to hear my bike. I focus on what I'm doing like any other race but the crowd definitely make a difference and lift you.

"I like the track too, the soil is like my track at home – there's a lot of good top soil and you get a lot of long ruts with good grip in them. I'm not just saying that because my team manager is the organiser – it really is one of my favourite tracks at the GPs.

"I also like it because it also suits our bikes too – they're aggressive with the carb and Cosworth engines and there's lots of hills and off-cambers to climb at Matterley so I'm confident coming into the British GP."







WHICH MONSTER ENERGY BACKED  
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THE #100 IN THE MX1 CLASS AT  
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- B: TOMMY CANNON
- C: TOMMY HILFIGER
- D: TOMMY LEE JONES

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## TicketINFO!

### HOW MUCH FOR HOW LONG AND STUFF...

Unless you're super quick and head to [www.britmxgrandprix.com/tickets](http://www.britmxgrandprix.com/tickets) before it's too late to pre purchase tickets you're gonna have to pay on the day. To make sure you take enough folding currency along with you here's a rundown of ticket prices and whatnot.

#### Long weekend (Thurs – Sun)

Adult £80, Children\* £40

#### Weekend (Sat – Sun)

Adult £65, Children\* £30

#### Sunday only

Adult £50, Children\* £25

#### Weekend paddock pass £50

#### Camping pitch £40

\* Aged 5 to 15

Under 5s free



Can Herlings be beaten at the British GP again?

EBB always likes to do something special for the British GP



## ElliottBANKS-BROWNE

MX2 #44

EBB showed some great form towards the end of the 2012 GP season and looked like he was really getting to grips with life as a world championship competitor after a shaky early couple of seasons. Unfortunately that momentum has seemingly stalled a little and for the most part this season has been a bit of a slog. But he's hoping that will all turn around by the British GP and if it hasn't he sure hopes the home fans will give him that lift to finish his season off strong again.

"My season hasn't gone to plan at all really – I've just had too many ups and downs. I've had trouble setting the bike up and just haven't felt comfortable all year. I've got to try and turn it around and finish the season strong so hopefully by the time the British GP comes around I'll already be doing that and coming into that weekend with some confidence.

"Obviously I learned a lot from those earlier years doing GPs with Swift Suzuki – especially looking back. I went away from GPs and just concentrated on the British series and that got my confidence back so I was ready to come back to the GPs with more knowledge and more able to assess all the problems and reasons why it was tough before. Yeah, it's not going how I want it to go right now but I'm not beating myself up so much as before, I know I've just got to keep working and staying focused and the good results will come and if I can get a good couple of races under my belt at the

British GP then even better. The pace at the GPs is really high this year – everyone has stepped it up. I think any of the guys in the top 15 could get on the podium with the right breaks. There's been times this year when I've tried too hard when it's not going good and ended up making mistakes or riding tight, so I need to address that and not get frustrated.

"I look forward to the British GP every year. This year I'm not going into it with much pressure at all. If I was top five in the championship and running top five in most races then maybe the pressure would be greater because the home fans would like to see that and I would like to deliver that for myself but I'm not in that place so I've got nothing to lose and can just go for it. If I'm on form and ride like I know I can then I could have a really good day there.

"I really like Matterley. It's a fun track to ride but the last two times I've raced there I've had injuries so it would be nice to go there without any this year and see what I can do. If I can get away at the front it will make so much difference because I'll get dragged along by the riders and the home fans. Having all those people lean over the fences and cheering you on gives you such a lift. You feel the pressure of your home GP over the weekend but once you're on the track it goes – and it feels amazing."



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Shaun Simpson knows what it's like to lead the British GP – can he feel that rush again?



## How to GET THERE!

### FROM THE NORTH, EAST OR WEST...

Unless you're a fella who's a south coast dweller the chances are you're gonna be hitting Matterley Basin up from the north. The good news is with excellent road links in the south of the country getting to the track is easy peasy lemon squeezy. Basically you need to find your way to junction nine of the M3 whether that's by hitting it up from the A34 (the A303 is the best bet to reach that particular road for west country folk) or coming down the motorway itself. From there head towards Alresford and Alton using the A31. The event will be signposted from the motorway junction anyway but as a back up you can always slap SO21 1HW in your SatNav and get guided in like a rabid badger.

### FROM THE SOUTH EAST...

If you're within 10 minutes of the M3, M20, M23 or M25 I'd say following the directions above is the way forwards but failing that the A272 is as good a route to Matterley as any. Keep on trucking past Langrish towards Winchester and the A31 and then swing a right when you get there. Follow the signs for the MXGP and Bob's yer uncle.



## Shaun SIMPSON

### MX1 #24

It wasn't that long ago Shaun Simpson was starting a season as Britain's best hope for winning a world championship. Since then Simpson has moved up to MX1 and as much as he's been consistent, he's been consistent in just coming up short of where he'd like to be at the end of each season. This year started with some promise after signing with factory TM and a chance to build a bike to his needs but it didn't work out that way for the amiable Scot.

"It's been a funny season for me but not in the literal sense of course. Coming into the season I had a couple of offers from teams that I wanted to take up but they fell through at the last minute. The TM deal was one of my final options so I went and tried the bike, liked it, saw what they had going on down in the factory and I thought 'this could really work' so I signed. I thought working together we could reach an end goal of finishing top 10 in the world championship.

"It started out well, I was 10th overall at Qatar and it was all positive. We had a DNF in the opening moto in Thailand because the bike got damaged in a crash but then in the second moto we had a technical fault on the last lap and that's when it started to go pear shaped. We started to get all these little problems and the consistency just wasn't there. I wanted to be scoring points week in, week out but it wasn't happening and then the frustration set in. Maybe I've never been the fastest rider but I've always been consistent in scoring points and finishing races and I've always prided myself on that.

"The team and I spoke about it but things continued



Can't beat a bit of bar-to-bar race action



Matiss Karro races for British team STR KTM

to go wrong and stuff wasn't getting developed with the bike as I hoped. We started to get the same problems week after week and the frustration from it all eventually came to a head after the Italian GP. The team decided they didn't want to continue with myself which was a bit of bad deal really because to stop in the middle of a season with anyone isn't a good thing for either party. They got Tanel (Leok) onboard who I think they'd been talking to anyway and that was that. It was bad but also good in a way because a massive weight had been lifted off my shoulders – although I then had the stress of trying to find a new ride and be on the line for Sweden in three days. But I did it and I'm happier now and just looking to finish the season off strong and plan for 2014.

"It was a stress getting ready for Sweden but once we were there and racing it was much better for me – there wasn't the stress of worrying about the bike. From there on I've had a little more consistency. I've felt better every weekend even though they could've been better still. I've made a few mistakes of my own, bad starts and bad calls on my behalf but we're improving the bike all the time and I'm playing catch up on the others so it's not that bad considering. I just want to break back into that top 10 on a regular basis and try and finish the year inside the top 10 in the championship.

"Obviously to finish in the top 10 at the British GP would be good – the higher the better at any GP really but to have a good ride at your home race is always rewarding. I don't feel pressure at the British GP, maybe

there's more stress but not pressure as such. There's always more things to do and maybe worry about like talking to sponsors, trying to sort out passes for friends and all that kind of stuff, your phone is ringing all the time. It's not so bad on the actual weekend but Thursday and Friday can be pretty hectic.

"Once you get down to business I know it's just all about focusing on the job while enjoying the atmosphere. Even though I'm not one of the top runners I'm still British and the fans get behind us so much – I think we have some of the best support in the world. It's definitely a buzz when you see the fans hanging over the fences cheering you on.

"I'm really looking forward to it again. Matterley isn't one of my favourite tracks but then it's not one of my worst either. Sometimes I can feel it's not quite as technical as I'd like it to be. Don't get me wrong it's a lovely track – it's wide and it's big but sometimes it doesn't rough up or get rutty enough and everyone can do the jumps and go fast in between them. So if it's like that I really need to get a good start.

"A good result at any race proves a point. Obviously later on in a season the less likely there's going to be decent deals on the table for next year. Who's knows, come the British GP I might already be sorted for a ride for next year but if not, hopefully I'll be on target and getting into the top 10 all the time and have a really good ride at Matterley. Hopefully it will rain all week leading up to it and the track will be really technical because that's when I ride best and I think what motocross is all about."



bike test

# Kawasaki



*The test bikes all proudly wore the #42 in honour of Nez Parker – true story!*



# KAWASAKI GREEN PARTY!

WITH TWO 2014 KX-FS TO TEST AND A MINI TWO-STROKE RIPPER TO CHECK OUT N'ALL DBR MX TESTER GURU ED BRADLEY HAS A MUCH BETTER - AND SAFER - TIME AT THIS YEAR'S KAWASAKI MODEL LAUNCH...

Words by Ed Bradley

I had been told that there was a surprise waiting for me in Germany when I went to test the latest offering of Kawasaki's mean n' green machines. However, I didn't expect it to be me who was getting all the attention as the guy who stacked it on the first lap of last year's test and needed the air ambulance to be taken away. Fortunately the bulk of the attention soon turned to Kawasaki's new KX85. It's been over 12 years since the 85 has had a sniff of an update and as they currently own a very small portion of the stagnant youth market – a revamp was well overdue.

For the sceptical, at a glance, there is nothing more than a plastics update which on its own merit makes a great contribution and enough to whet any young lad's appetite. Now if you want to get sceptical you could look at the KX450F and say they've done jack with that too but you'd be wrong because the R&D guys have lengthened the left hand handlebar grip so that it doesn't get in the way of the clutch lever!

Now that is confidence for you isn't it? Sending out the same bike for the second year running, I mean. What has it achieved in the last 12 months anyway? Well, Kawasaki does have the fastest rider in the world right now and RV has absolutely dominated the SX series in America and is also smoking everyone outdoors too. On top of that Gautier Paulin is flamboyantly riding his machine to victories on our side of the pond and has looked like the only rider that could rattle Cairoli – even if it is for a short time.

Someone slipped up at Kawasaki last year because this year the presentation marked their 40th year of producing motocross machinery during the 2014 range launch. Not that it matters, 40 years is a long time, in which, 31 AMA supercross titles have been won by the green meanies. A record for the manufacturer with the

most held titles... every day is a school day when you are testing motocross bikes!

So what is it about the big boy that makes it such a strong bike? You've still got the launch control that makes jumping out of the gate bearable. It takes a strong man to hold this animal down so unless you're the size of Geoff Capes you'll continue to use this – and your holedshot device!

The EFI calibration kit has the weaker and stronger power plugs to compliment the standard setting which has been a great success for setting up your engine's performance for on the day track conditions. Along with other adjustments, you can still change your footpeg height – a great idea as the four-fiddy does feel quite tall and if you are a little guy having this option is pretty cool.

Suspension wise Kawasaki is sticking with the new air fork. I love these forks, so plush with no stiction and no bottoming either. Yes, you have to continually check the pressure but once you've found what you are happy with, you are good to go and there is no messing around with fork springs to get the rates right or guessing what preload works best for you too.

Out on the track the Kawasaki is a favourite because of how well it performs in all areas. It's a great all-rounder. It's super stable and behaves like a teacher's pet sat at the front of the class – it does exactly what you want it to and is very clever.

Although not so nibble on the tight turns – and the track we rode had plenty of incredibly tight turns – with a little effort you could persuade it around and it continues to behave and feel really safe. On the intermediate and more open turns the bike just gives you the feeling that it is as steady as a rock and you can hammer your way around with your right wrist to the stop. >>





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The brakes are pretty standard and work just as you would expect them too. In the air this bike also feels really stable, predictable and safe. Overall the KXF450F is a bike that doesn't put a foot wrong. The whole unit works great and is well rounded off.

The KX250F has had its fair share of updates this year that go beyond just the wider clutch grip! The big news is that little brother now has launch control too which took me by surprise because after wrestling the 450 out of the gate in a Geoff Capes stylee, ripping off on a 250F is nothing short of a piece of p\*ss! I'll let you know how my starts went later...

The engine continues to use the very successful dual-stage injectors that were introduced a couple of years ago, giving the motor that extra life at the top-end. Lower down in the engine cases there have been some changes to the gearbox. The 2013 model gears used three dogs that meshed into each other. Now, the chunky metal cogs have four dogs that add strength to the gears and make a more positive feel when shifting. To complement the strong, positive shifting, the selector drum has been modified too to give a more precise and definite feel.

*After missing out on trying it at last year's test the KX450F felt all-new to our test monkey*



## KX450F

**Capacity:** 449cc

**Bore and stroke:** 96.0 x 62.1mm

**Transmission:** Five-speed

**Fuel tank capacity:** 6.2 litres

**Front suspension:** 48mm Kayaba PSF (314mm travel)

**Rear suspension:** KYB Shock (315mm travel)

**Front brake:** 250mm disc

**Rear brake:** 245mm disc

**Seat height:** 955mm

**Wheelbase:** 1480mm

**Ground clearance:** 330mm

**Racing weight:** 113kg

Outside the motor the engine has sturdier mounts so that there is a more rigid and direct feel. This is achieved by reducing flex at the front end. Along with creating a better feel the new little ripper is fitted with second generation Single Function Forks. They have received refinements and a firmer internal setting which creates a more positive feel with the track surface. Likewise, although the rear shock is still the same unit, the internal settings have been stiffened up to match the front and balance the bike.

Now bearing in mind that I had just got off the mighty machine that is the 450, just sitting on the 250F felt like getting on an 85! The seat height on the 250F is actually one centimetre lower than the big bore machine and it is quite amazing that it's noticeable.

Also the clutch lever feels closer to the handlebar... great if you've got small hands but with buckets like mine it feels a bit too close. You can easily move the launch control button to the inside of the clutch perch and the bracket further to the inside of the handlebar so that the lever is

further away. For the test though we left it there and I made sure there was only a little bit of play in the cable.

My first reaction to the power was that it was a little underpowered. However, I was comparing it to the 450! The more I rode it and the more body language I used the more impressive the bike's power became. I love how this bike revs out. There is a smooth transition between the mid-range and top-end power and there is plenty of easy-to-use top-end. Not the sort that will have you spinning out everywhere – just smooth strong power.

I tested both EFI plugs against the standard setting and there was a considerable difference for the track we were riding. Along with the super tight turns there were a few long straights to rattle the engine's cage. The white plug revved to the moon and was mega for the long, wide-open parts but lacked the edge exiting the slow corners. The black was just the opposite – awesome low-end power although the rev limiter was working over time on the longer, wide open stuff. The standard plug was brilliant for this >>





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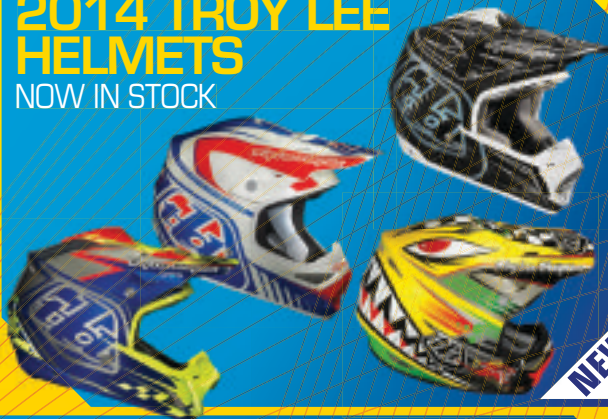
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track and I am sure that the other plugs will have their favourite going too.

The chassis and suspension work great together as the bike is easy to turn and picks up good traction out of the turns both in the mud and on the rock hard parts of the track.

Testing the launch control was interesting. The ground was dry and loose with tyres cutting into the ground by about 75mm so it was quite wishy-washy and easy for the rear wheel to spin. The first start I did without the launch control on saw me set off like a sidewinder snake on amphetamines! The back end was all over the place. With the setting on, there was a lot more traction and forward movement – it compliments the bike well and will be used often.

The piece de resistance of the new KX range is the 85 though and Kawasaki have now realized that they have been neglecting the youth movement that made them so dominant back in the day with their Team Green efforts. The focus is now back on the kids which makes it an exciting time for both youth riders and their parents as the Kwak bosses start to 'Build Future Champions' using this phrase as their tagline. Hopefully they'll start winning some domestic championships again.

Obviously, the diddy two-strokes have had an external makeover and this gives the bike a look that's similar to its bigger siblings but more importantly it has changed the ergonomics of the bike. There is now a slimmer seat that moves away from its old 1980 Maico-sized



## KX250F

<b>Capacity:</b>	249cc
<b>Bore and stroke:</b>	77.0 x 53.6mm
<b>Transmission:</b>	Five-speed
<b>Fuel tank capacity:</b>	7.5 litres
<b>Front suspension:</b>	47mm Showa SFF fork (315mm travel)
<b>Rear suspension:</b>	Showa Shock (310mm travel)
<b>Front brake:</b>	250mm disc
<b>Rear brake:</b>	240mm disc
<b>Seat height:</b>	945mm
<b>Wheelbase:</b>	1475mm
<b>Ground clearance:</b>	330mm
<b>Racing weight:</b>	106.2kg



## KX85-I (KX85-II)

<b>Capacity:</b>	84cc
<b>Bore and stroke:</b>	48.5x45.8mm
<b>Transmission:</b>	Six-speed
<b>Fuel tank capacity:</b>	5 litres
<b>Front suspension:</b>	36mm KYB fork (275mm travel)
<b>Rear suspension:</b>	KYB Shock (275mm travel)
<b>Front brake:</b>	220mm disc
<b>Rear brake:</b>	184mm disc
<b>Seat height:</b>	830mm (870mm)
<b>Wheelbase:</b>	1255mm (1310mm)
<b>Ground clearance:</b>	330mm
<b>Racing weight:</b>	75kg



Ed rates the KX250F as a solid performer



Dylan Woodcock does some demo laps on the new KX85



Ed's a fan of the new KX-F's flickaboutability

predecessor and the fuel tank is slimmer and flatter around the cap. Both these changes mean that the rider can now move around on the bike in way that allows them to use the techniques that kids are currently using instead of those from over 12 years ago! To make things even better for rider feel, the handlebar clamps are adjustable – just like on the big bikes. This is great news for the taller kid who has to wait before moving up class.

In the suspension department the forks now have 20 clickers on the compression adjustment and the shock has received internal revisions to get a better handling bike that suits the new ergonomics.

So far so good – now for the engine modifications. This motor is knocking out 20 per cent more power over the complete range and this is how they've done it. They've fitted a low friction piston that only has one ring for a freer revving stroke up and down the new Nikasil-lined cylinder and the top of the piston now explodes away from the head which has a new squish pattern for better combustion. All this improves the top end power.

For the bottom end, the crank has been packed with nylon blocks that not only add

weight creating better inertia but also increasing the crank pressure for better performance too.

These are significant changes to the motor, however, the most significant change is to the power KIPS power valve system which is now a two-part valve rather than the single old longer one. The advantage being that there is a better seal and again boosts the motor's performance.

The only question left is 'have Kawasaki built a bike that can build champions as their tagline suggests?'. Our guy banging around the track was Dylan Woodcock who was riding with other Kawasaki representatives from France, Italy and Sweden. Watching Dylan was great. He looked loose and moved around on the bike really well. The motor sounded strong with a deeper note compared to the previous model which sounds zingy by comparison.

The feedback we got from Dylan was that it's better than his current race bike that has had plenty of attention. Other feedback I got was that the bike is so much easier to move around on because of the new layout and it felt very Kawasaki like – in that it was really stable in turns and on the straights. As a test rider I was just glad the young whippersnappers were on the track at a separate time to us!



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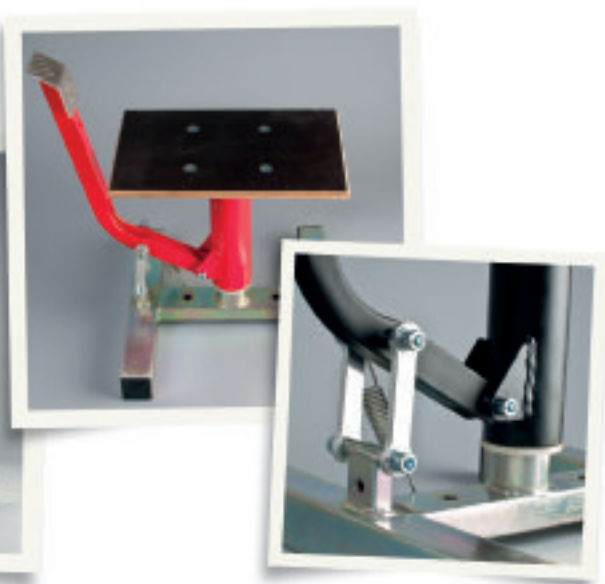
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EVENTS...

Words and Photos by Future 7 Media

# HARD



# 10



**F**or 2013 the Red Bull Romaniacs celebrated its 10th anniversary with a bumper entry featuring 370 riders from 40 different Nations. Everything about the event was somehow even bigger, better and more bonkers than the nine preceding Romaniacs.

However, as always there would only be one winner, and this year it was Graham Jarvis... again. As a three-time champion heading into the event it was clear that the Husaberg mounted star would take some beating. Aiming for his fourth win, Jarvis also wanted to become the most successful rider in the history of the event.

But with 41 Pro riders entered it was clear he wouldn't have things his own way. With guys like Jonny Walker, Alfredo Gomez, Paul Bolton, Wade Young and even Ivan Cervantes in the fray, Jarvis was prepared for a tough week.

Hot out of the traps, Bolton took the Sibiu Prologue win and an early lead in the race with Walker and Ben Hemingway in close contention. Unfazed by the early

celebrations of some of his rivals, Jarvis quietly waited for the real start of the event – day one.

Setting off fourth on the road, he quickly hunted down his rivals in what turned out to be a killer of a day. Attacking section after section he opened up a massive lead and won by over 30 minutes. From then on it became his race to lose.

Bouncing back from a disastrous day one – where he ran out of fuel – Walker won day two and showed what could have been had things gone his way. But being over one hour behind Jarvis, Walker would never get back in the fight for victory and eventually ended his race in fourth.

Picking up victory on days three and four Jarvis rode on to bag his fourth Red Bull Romaniacs win. His teammate Alfredo Gomez followed him home for second while Germany's Andreas Lettenbichler rounded out the top three. With Walker a frustrated fourth, Bolton completed the top five.

For a limited few winning is everything at Romaniacs. But for the majority it's the sense of adventure that attracts them time and time again to the Carpathian Mountains...



There's no trouble in t'mill for Andreas Lettenbichler



## MARTIN FREINADEMETZ

### RAUCOUS RACE ORGANISER

Together with his wife Zigi, Martin Freinademetz is the mastermind behind Red Bull Romaniacs. Formally a world champion snowboarder the Austrian now calls Sibiu his home. In 2004 Freinademetz first brought the Red Bull Romaniacs to life. Only 28 riders took to the start line but they included riders like Chris Pfeiffer, Alfie Cox and Cyril Despres – who eventually won it. Since then 1200 competitors have crossed the Carpathian Mountains chasing Romaniacs glory.

"I'm extremely proud of how the Red Bull Romaniacs has grown. I knew when we started it back in 2004 that we were on to something special but I don't think I ever thought it would grow to an event of this scale. 10 years on we now have more Nations represented than we had competitors on the very first start line. This year riders came from 40 different countries around the world. To me that's the measure of success. We could probably have 1000 riders but we don't want that many – it's too much. Instead we limited it at 360.

"Planning a race of this size is a 12-month process. I'll take a couple of days off after this one and then start thinking about next year's race. With four loops each day that are on average 140km long, plus the Sibiu Prologue, there are a lot of land owners and farmers to liaise with. Even in Romania land access gets harder and harder each year. It's not as difficult as what it is in central Europe but it's certainly not quite like it was maybe 10 years ago.

"With this year being the 10th anniversary we decided to bring back the traditional Prologue. The crazy wall rides and big wooden obstacles are part and parcel of the Red Bull Romaniacs. It proved a success too. Over 15,000 people came out to watch the race so it shows that were doing something right. Even though we had to have the track ripped down and the road open again six hours after the Prologue was finished it was definitely worth it.

"On day one we underestimated the power of the sun. When we marked the sections out we knew they would be tough but even I didn't expect it to be that hard. It had rained a lot before the race and the weather was much cooler then. On our final inspection we saw that the section 'Lost Trail' was in good condition and all of us were able to ride through it. It was hard but we didn't need help to complete it. On race day the sun was incredibly hot, which made the rocks and dirt really slippery and unfortunately it took three guys to get one rider passed the hard bits.

"Trying to gauge the level of difficulty in advance is never easy. Generally, we would remove up to three short tough sections each day if we felt they were too much. But somewhere like 'Lost Trail' was about three of those sections combined. If we had removed it then day one would be too boring and too short – nobody wants that.

"I'm pleased that so many people now regard the Red Bull Romaniacs as the highlight of their year. We've built a race that people love coming back to time and time again. Whether you are a Hobby, Expert or Pro rider there's something here for every level of ability. 10 years on the race has grown stronger and hopefully we will have at least another 10 more."

"I knew I should have waited for the lift!"





# GRAHAM JARVIS

FOUR-TIME ROMANIACS CHAMPION

For its 10th anniversary the Red Bull Romaniacs attracted a world-class line up of Hard Enduro riders. In total 41 competitors started the Pro class and with an entry list comprising elite entrants from Jonny Walker, Andreas Lettenbichler to Ivan Cervantes and Wade Young it looked as if Graham Jarvis would face his toughest challenge to date.

Bidding for his fourth Romaniacs title and the opportunity to cement himself as the most successful rider in the history of the event, Jarvis hit the ground running on day one. When everyone else grew weary in the gruelling conditions the crafty Brit became stronger. Winning day one by over 30 minutes he placed a virtual hand on the winner's trophy. But knowing that anything can and does happen in Hard Enduro, Jarvis didn't hang back. Frustrated with being penalised for a missed waypoint on day two due to a faulty GPS system he won the final two days of competition and claimed his fourth Red Bull Romaniacs title.

"Winning this race is never easy. There's always something that can go wrong. You can never relax. Obviously with my lead after day one I felt a lot more confident about actually winning the race but then

*Climbs like this kill most of the competition but Grimbo gets up just fine*

day two showed that nothing's certain.

"My GPS system wasn't programmed right and a couple of waypoints were missing. I didn't know that and thought I was on the right track all day. Unfortunately, we only found out that I had gone wrong at the end. Suddenly 15 minutes of my lead had been lost. I knew on day three that I had to fight back. If I made another mistake like that again then the race could easily have been lost.

"Winning days three and four was the best possible way to secure my fourth Red Bull Romaniacs title. This race means so much to me. It's the highlight of my season – nowhere else in the world compares to what we ride in Romania. I've been coming here since 2008 and every year the trails are different – that's incredible. One minute you're riding fast flowing tracks through the forest and the next you're on the top of a mountain. In between that you're either pushing your way up or falling down some mental trails.

"Will I be back? Of course. Romania is like a second home to me – I love the place. As long as I can ride a bike I'll be at this race."



# MBABU MATURI

KENYA'S UNLUCKIEST - AND ONLY - COMPETITOR

At seven foot tall and bandaged up like a mummy, Hobby class rider Kenyan Mbabu Maturi was easy to spot in the paddock at the end of day four. Competing in his second Red Bull Romaniacs, Maturi was less than three hours from finishing when a crash ruled him out...

"I'm gutted. I had nearly completed the race – only the easy part was left. I just lost my concentration for a second. I crashed and landed on my shoulder – it's properly dislocated.

"Up until then I was loving the ride. This is my second time at the Red Bull Romaniacs. I'm not here to win or anything like that. It's more about the experience. We don't have anything like this at home in Kenya. The hills are endless here – they just go on and on – it's incredible.

"Right from the word go this was a tough race. Day one was the hardest – it was like getting repeatedly kicked in the nuts. Even the very first hill was mean – it felt endless. There was no settling in period with the race. By the end of day one it felt like I had fought Mike Tyson on my first day of boxing – for six hours!

"But even with day one, and with how the event's ended, I've loved every minute. It's a lot of fun. You meet new people along the way and everyone sort of pitches in to help on the hard parts. On day three there was a group of us that rode together. We pulled each other up the climbs and made sure we all got to the finish. For me that was the most enjoyable day. Already I'm thinking about coming back next year. My goal is to finish – I almost made it – so I can't give up."





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# ALTUS DE WET

## SOUTH AFRICAN CHALLENGER

As runner-up in the 2012 Roof of Africa Husqvarna's Altus de Wet is an accomplished Hard Enduro rider. One of the growing number of South Africans that are climbing the Pro class ranks, de Wet is also one of the few Pro riders to contest the Red Bull Romaniacs on a four-stroke. Placing eighth overall in 2012 he had his sights set on achieving another top 10 result until a blown engine on day three put paid to what had been a productive week...

"This is the hardest race in the world. It's mentally and physically exhausting yet the riding is incredible. You spend four days riding in the Romanian wilderness. Some of the mountains are so beautiful that you want to stop and have a look around. Coming from South Africa we don't have terrain like this. Of course we have the mountains but not the varied type of riding that we have here. The Romaniacs has got everything – deep forests, big rocky climbs, impossible descents and huge open mountains. It's expensive for us to come here but the value for money is more than worth it.

"I wanted to improve on my eighth place result from 2012 but I think this year was harder than ever. Day one was a killer – it caught everyone out. The morning ride was okay but the final 30km was hard and then the last 5km was just brutal. At one point my GPS read 5.3km for over an hour. I was stuck on the final hill 'Bad Shape' with Ivan Cervantes. We'd pull the bikes up for about five metres then lie down for 10 minutes. By that stage we were both totalled. But it was cool though – I got to ride with Ivan Cervantes. Where else can you do that! Days two and three were a lot easier. And I think it was intended to be that way. I'm just disappointed that I didn't finish. But I'll be back – it's a cool race."

Altus de Wet takes on a wall ride in the prologue

## DAN HEMINGWAY

### NORTHERN GRIT KNOWS NO QUIT...

If gritted determination, utter stubbornness never to quit and God like skills on an enduro bike are the make up of a Hard Enduro rider then Yorkshire's Dan Hemingway fits that definition perfectly. Hemingway should never have finished this year's Red Bull Romaniacs. Everything was thrown in his path to prevent a finish but he refused to give in...

"It all went tits up on day four. My clutch hose came loose and it emptied the master cylinder when I was in the middle of climbing this ridiculous hill. I was only 10km from the service check but with no hope of getting up my race was finished. All I could do was push it back down and start to look for a way out.

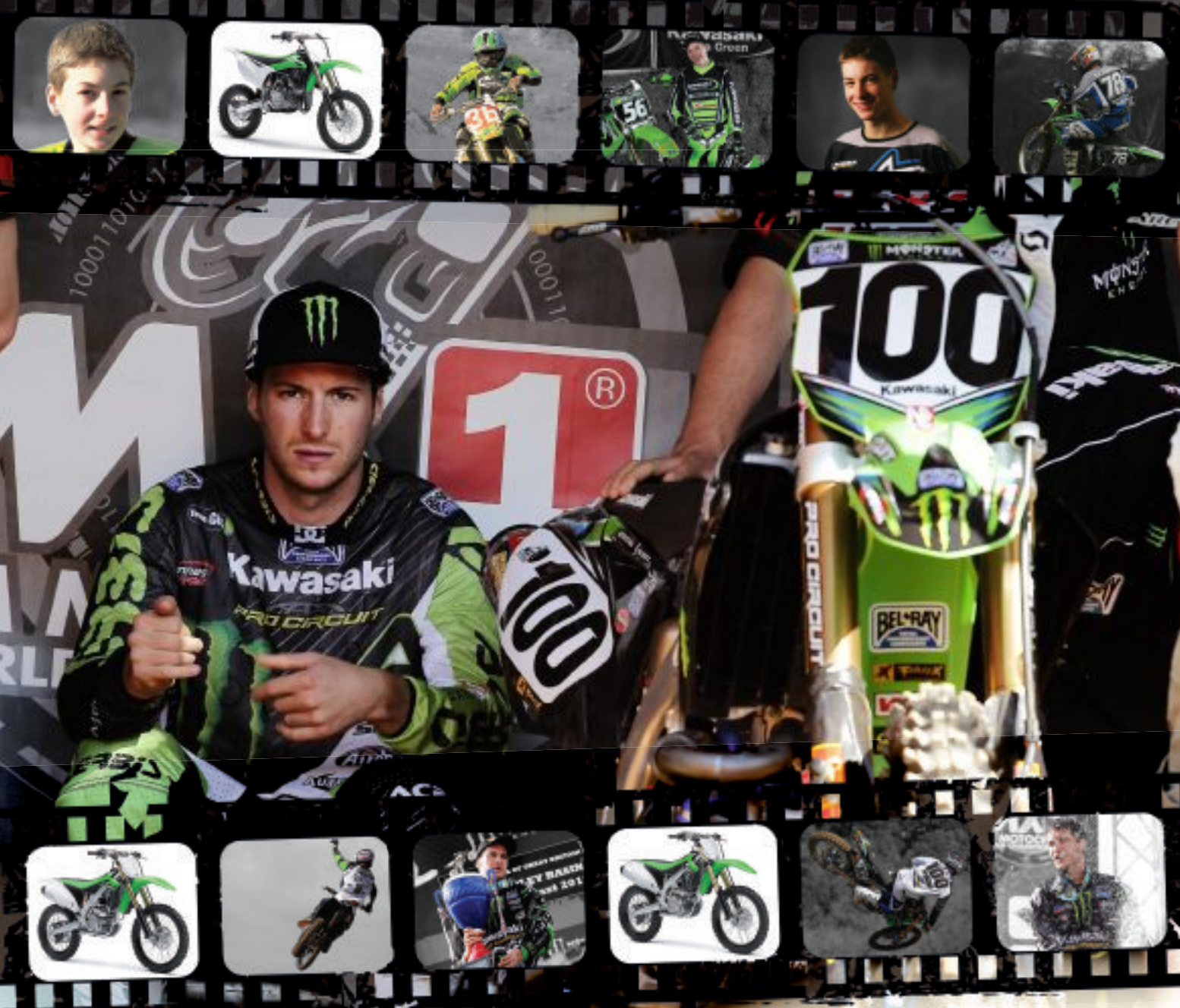
"But when I got to the bottom I thought to myself 'bollocks if I'm quitting now'. If you want to be a Hard Enduro rider you've got to make the best of it. I found some two-stroke oil in my bag, thinned it out with petrol and filled it into the master cylinder. I kept bleeding it until somehow the clutch worked. It wasn't perfect but it was enough to get me back up the hill.

"On one hand I'm gutted that I dropped from eighth to 12th but on the other I'm ecstatic that I've finished. I think that's what this race is about – not giving up. There were so many times during the week when you could have called it quits but that's not what Hard Enduro is about. It's about pushing past all the sh\*t stuff and doing the best with what you've got."

Despite what your missus says wetter ain't always better

Jonny Walker drops a dab in the woods





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## ROBERT LYNN

SPUD LOVIN' MEDIA GUY

"For the past few years the Hard Enduro scene has exploded in popularity. Events like the Erzbergrodeo in Austria, Hell's Gate in Italy, the Red Bull Romaniacs and even The Tough One have really caught people's imagination – including mine.

"But despite being heavily involved in these events from a media point of view, the Red Bull Romaniacs was one I'd yet to witness first hand. As a rider it was always one race I wanted to do – I just never got round to it. So finally in 2013, with the race celebrating its 10th anniversary I made the trip out to Sibiu. Albeit from a media perspective.

"The Sibiu city Prologue is one element that most people associate with Romaniacs. The giant wall rides and insane obstacle course that's built in the heart of the town. It's impressive but that's really only a fraction of the event. The real race as they say is in the mountains.

"Each day features a unique track and not at any time throughout the entire week do any of the trails cross paths. And that's what is the attraction of the race for so many – endless terrain covering forests, riverbeds, rocky gullies and mile upon mile of incredible mountains.

"On day three I got a chance to ride the Hobby trail. It's called the Hobby class but that sort of plays it down a little. It's more along the lines of a tough old-school BEC loop. Riding a 2014 Husaberg FE350 we covered everything you could think of in one day (apart from the insane Pro sections). It was awesome.

"It's not until you're actually on top of the mountain that you appreciate the scale and enormity of the terrain that the event organisers have to play with. This place is an enduro Mecca. If you've ever thought about giving the Red Bull Romaniacs a go then do it. The days are long – 5am wake ups are the norm – but you'll love it..."

## PAUL GREEN

TYRE CHANGING LEGEND

If you've spent any time in a British Enduro Championship paddock then you'll know Paul Green. Welsh born and bred he's regularly found fitting tyres. For 2013 he decided to return to the Red Bull Romaniacs – his last visit was in 2008. Competing in the Hobby Single class, Green finished an impressive 55th out of 102 starters. We caught up with him during a well-earned pint or three...

"The last time I was here was in 2008. I'm not sure if it's age or not but this year definitely felt a lot harder. Nothing's impossible – just a tough slog. I rode the Hobby Single class with my mate Matt Hall. We stayed together all week and helped each other out.

"I think people underestimate the name 'Hobby' class because it's not really like that at all. It's more like the Expert loop at a BEC and you can ride for over 100 mile without meeting a road. But it's fantastic. Even in Wales there's nothing quite like the scale of riding that's in Romania. It's beyond describable. Some of the hills go on forever, there are drops that you never thought you could ride down and hills you never thought you'd get up. But once you get on the mountain it's totally worth it. On day three we even saw some snow up there.

"I don't know if I'll be back next year. I've done it twice now and I'm finding it hard to get the time to prepare properly for this race. But it's definitely one to tick off the bucket list – there's nothing else like it."



Gomez out in the Romanian wilderness – there's really no other place on earth like it



Luke Copestake reaped the rewards of being a Desert Rose rider

## PATSY QUICK

DESERT ROSE RACING SERVICES...

With 57 British riders entered in this year's Red Bull Romaniacs, Great Britain had the greatest number of riders competing. Of those 57 Desert Rose Racing's Patsy Quick was supporting 22 through her assistant packages...

"Basically what we offer is an assistant package for people that want to come and do the Red Bull Romaniacs. It's run on the same idea as the services we offer for the Dakar Rally but obviously tailored towards this event. In total we're working with 22 riders this year – it's a lot of work but it's great fun. Our job starts a week before the race actually begins. All the bikes are loaded up in England and then driven out to Romania with one additional assistance vehicle that we'll use for the service. The riders can then fly out and meet us in Sibiu.

"For the duration of the race we look after their bike, take care of the mechanical assistance, service checks out on the course and just generally offer a friendly face. Riding the race is tough enough without having to work on your bike after you've spent anywhere between six and ten hours on it. Once they get back to the paddock our guys are there to check things over and there's food ready to feed them.

"This is the third year we've done the Red Bull Romaniacs and the response from the guys competing has been brilliant. The camaraderie among the riders is fantastic and everyone usually has some sort of story to tell from the day. Our plan now is to also provide the same service for the Red Bull Sea to Sky in Turkey next September."





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# THE VALLEYS!

EL PERRETTO SLIPS ON A RAINCOAT BEFORE GETTING DOWN AND DIRTY WITH THE DAVE THORPE HONDA OFF ROAD CENTRE CREW DOWN IN SOUTH WALES...

*Words by Jeff Perrett Photos by Double Red*

*Jeffro makes a splash on one of the centre's potent CRF-X enduro machines*



Dave Thorpe

**HONDA**

OFF-ROAD

HONDA

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HONDA





*If Stefan Everts was five foot nothing and rode a borrowed Honda this isn't anything close to what he'd look like*

*Ooh what a lovely view!*



**B**ritain's most successful motocross racer and the manufacturer he won those three 500cc world titles with – that's Honda – have teamed up once again to create the new Dave Thorpe Off Road Centre (head online to [www.davethorpehondaoffroad.com](http://www.davethorpehondaoffroad.com)) which is now open and ready for business in South Wales. And what a messy business it is – you can definitely expect to get a little bit dirty if you go for a ride at the all-new off-road facility that's buried between Pontypridd and Mountain Ash just south of the Brecon Beacons National Park.

Although Dave Thorpe is a name synonymous with motocross, as the business

name suggests it's so much more to this venture than just a motocross school and track. Yes, there's a motocross track at the venue but that's just the start of the land available for you to ride on. There are also miles and miles Welsh landscape to navigate on the enduro loop which you can tackle under the close guidance of head coaches Stephen Sword and Dickie Dye.

Both Swordy and Dickie have plenty of experience behind them from years of motocross and off-road riding and are expert guides out on the big enduro trek. And they need to be too because there are some big old bogs to try and get through unscathed or at least without losing your bike.

>>



# PURE ENDURO



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Photo: R. Schell, H. Mitterbauer

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Talking of bikes, all are immaculately prepped and a joy to ride with a choice of either 250 or 450cc models to choose from. All of the necessary clothing is also supplied as One Industries have also got behind the centre. There's even lunch laid on and plenty of chocolate bars to nosh on (let's be honest you can't get enough of them if you're out riding all day) so you don't need to bring anything along but yourself and an attitude for getting stuck in – almost literally.

The motocross track caters for all levels too and is cut out of one those rolling Welsh hillsides – it's got some nice flowing turns and hills where you can get on the gas if you really fancy pushing yourself.

All said and done it's a great facility and a lot of fun but how did it all come in fruition? We asked Honda UK's PR man Tom Hobbs to explain before he was too exhausted to talk after a long day riding.

"We officially support the centre because we want to encourage more people into off road motorcycling," says Tom. "It's a great way to get your first experience in riding off road bikes and people who don't necessarily know where to start or who aren't confident enough with their riding ability to try can come here and get some expert instruction, ride on some fantastic open countryside and just generally have a good day. They can learn the different techniques for enduro and motocross, even trials in a relaxed atmosphere.

"We were looking for new initiatives and new facilities at Honda so we spoke to Dave to see what we could collaborate on and he said he knew of a great facility up here in South Wales. He put it to us and then presented a business plan, it all looked good so we went ahead with it and here we are.

"I can only speak on behalf of Honda UK but we've definitely stepped up our programme for off road motorcycling in the UK and that mirrors what Honda are doing globally I think. Obviously Dave is running the Buildbase Honda team – which is our official team – as well as overseeing and putting his name to this off-road centre. We're also supporting MVR-D and Putoline/DB Racing in motocross here and ramping up our efforts in the UK off-road scene in general while the same is happening on a world level.

Whose coat  
is that jacket?



Dave Thorpe  
**HONDA**  
OFF-ROAD  
CENTRE



It's style like this  
that took Jeffro to  
all those titles...



"We're now back to putting more investment into off-road motorcycling with manufacturing development and with personnel and riders. The Honda World Motocross team are now running full factory bikes like they were in Dave's era for example. Obviously the production rule is now in place so they don't look quite as exotic and different from the standard models as they did back then but they are as full factory bikes as you'll find on the GP circuit. We're pushing really hard to be the dominant force in motocross and off-road motorcycling and I think that's starting to show."

Indeed the Dave Thorpe Off Road Centre is

an example of Honda's current commitment. Above that though it's a good day out come rain or shine – although probably a little easier and more enjoyable in the sun not that the UK ever gets to see that regularly!

So if you fancy something a little different from your normal motocross weekend, if you're a regular enduro rider who fancies a blast with Swordy and Dickie or you've never even ridden off-road before and want to give it a go you could do a whole lot worse than getting yourself all geared up for a two-wheeled blast around the hills of South Wales at this very enjoyable facility.





# FAT CAT CAMP!

*RICKY CARMICHAEL BRINGS THE WORLD'S MOST AWESOME UNIVERSITY TO FATCAT FOR TWO ACTION-PACKED DAYS OF SUN, SAND N' SCHOOLIN'...*

Words by **TooFast Max** Photos by **Nuno Laranjeira**

**H**e has a Supercross/Motocross career win record of 150 individual event victories, 10 AMA national motocross titles, five AMA supercross titles, four Motocross des Nations titles and three X games gold medals plus he has the honour of being named the Greatest Of All Time. Ricky Carmichael has achieved a lot of things on two wheels but his greatest accolade – for me anyway – is being the reason behind me doing what I do.

Let me explain. Way back in 2001 my brother and I received a Christmas present that would literally change our lives – the USA SX250 2001 review video. Yeah that's right – a video! We would watch this video almost religiously every single day and we were captivated. The races between the 'King' Jeremy McGrath and the 'flying freckle' Ricky Carmichael were the original reason why we both fell in love with motocross. These were the races that started my motocross racing existence. These were the races that started a chain of events that would eventually result in me being here today and doing what I'm doing.

For someone who grew up during the reign of Carmichael, when he was at his most dominant, when he was in his prime, we (that's me and my brother) idolised this guy, we worshiped his skills on a dirt bike and we judged everything that could ever be possible on a motorcycle by saying 'do you think Carmichael would clear that?'

So you can only imagine my excitement when I got a call asking if I wanted to go and film at the Ricky Carmichael University which included the opportunity of finally getting to meet my childhood hero. You've probably heard the saying 'never meet your heroes' so I was understandably a little nervous beforehand on my travels to the RCU. However, I can honestly say that this certainly was not the case here because RC was a complete and utter dude! Exactly how I imagined him to be. He had time for everyone – often getting himself in trouble with his manager for signing autographs while he should be off doing other things – and took his time to get to know all of the riders. He really seemed to care about what he was doing – he was very down to earth (considering his name is the GOAT) and most importantly he can still throw it down on a dirt bike! This was definitely more of a case of 'meet your heroes'... >>



**Dobber, Deano, RC and Emig say cheese!**







"See that kid over there with the video camera? I want you to roost him real bad!" Ricky Carmichael offers up some sound advice at the RCU



Before attending the RCU  
Ed Bradley could barely  
even set off on a bike let  
alone nail corners like this



## TRADING PLACES!

WE SEND THE EDMASTER TO FATCAT WHERE THE COACH ENROLS AS A STUDENT OF THE RCU...

**F**or the second year in a row Ricky Carmichael has brought his University to Doncaster's FatCat Motoparc – an amazing opportunity for any motocross fan to meet legends of the glamorous and ginormous American scene and get some top tips from 'em n'all. It's a really exciting concept and I think it's great that you can receive training from amazing champions such as Carmichael, Emig, Wilson and Dobb. Tommy Searle was taking class on day one but he was unable to stay for the second day as he was off to race in the Finnish GP!

You might be wondering what I'm doing here at the RCU? Firstly, to let you know what went on as an insider and secondly because everyday is a school day and I love having the opportunity to learn new things.

The first thing to know about the RCU is that with 100 riders on the first day and 60 or more on the second this isn't a personal coaching day. What you are going to get is some excellent instruction which means that your instructors are going to stand there and tell you what to do and then let you practice it on the track before bringing you back in for more instruction. Obviously, feedback is sparse with there being so many people in one group so it's very important you listen well to the initial tips and try and follow them.

I got to ride on the second day under blue clear skies and with temperatures touching a gorgeous 30 degrees. It all kicked off with an introduction to the instructors and what the day's format would be. We were split into four groups – kids, two intermediate classes and expert – then rode a warm-up session to learn the track and ride with the instructors too. A cool way to start the day, I think you'll agree.

My first session was with Dean Wilson – the Scottish/Canadian/American racer. The AMA #15 rider scored a number of podiums both in and outdoors in his

rookie year before grabbing the 250 AMA motocross championship in 2011 which made him the first British champion in AMA history (or second if you count Jeff Ward who was born in Glasgow to Scottish parents)! After finishing runner-up in the Western Lites SX championship in 2012 Dean hurt his shoulder before the outside series got started and an injury has again eliminated him from the 2013 season so when Jeff Stanton had to pull out Deano was happy to fill in.

Now, it would seem that this was very new to Dean. He had definitely worked out his plan for the section which we were doing and once the technique was discussed Dean didn't quite seem to know how to fill in the rest of the time as he came across as being a little awkward and uncomfortable – bless him!

To get the group to use the line he wanted us to, he placed traffic cones in different places so we would create a better line in to the turn. At one point it seemed like a bit of a slalom and inadvertently led to a fantastic berm – which was mega to ride – forming in the corner before.

Once we had got the new line sorted and started carrying good corner speed we were moved round to a long right hander where Dean explained that he spends quite a bit of time doing drill work – that's practicing a specific skill. We were to do the complete section – which included some tight turns – standing up for eight minutes! Now eight minutes on a short lap is a long time. Dean commented that when he does this drill it hurts his lower back – no sh\*t Sherlock! If he's a pro rider and his back hurts what is it going to be like for us mere mortals? Needless to say to say it was a very long eight minutes and a great insight into his training regime – it's not just about banging out the motos!

Before moving on to our next group I grabbed some fuel and joined the rest of the group a couple of

minutes late. As I rolled up Emig said 'hey Ed, you all right?' as if he knew me so I'm like 'yeah, great thanks and you?'. I was a little puzzled until I remembered my name was on the front number plate! And that's just the way that Jeff is – a really friendly and easygoing guy.

Now I was really looking forward to learning starts from Jeff, one because if there is anything I can learn myself for my own upcoming races that would be great and secondly because of a time when he was commentating on a supercross main event. The 30-second board was up and Emig's co-presenter said 'that must be the loneliest place in the world for those riders right now' and straight away he replied with 'no, it's the most exciting place ever. I used to love being down there and charging in to the first turn – it's awesome'. Brilliant, it's great to hear someone say that it's exciting.

I love starts also and was waiting in anticipation to find out what he had to say. With four AMA titles under his belt, Jeff's best year of racing was in 1997 when he smoked everyone in both the 250SX and MX series. No wonder he enjoyed starts – it's the easiest place to win races from!

Full of enthusiasm he started off with saying stuff like 'there is one thing you need to know with starts and like the guys before you, they were getting amazing jumps out of the gate and just blasting their way down the straight. Get this right and you can do even better'. Positive, presuppositions about how we were going to do before he even got in to his techniques. That got everyone's attention. Even going through the different scenarios he would say 'and that's okay, you will be like this, or like that, just stick to these rules and you'll have it dialled' – positive encouragement all the way through.

It was great that we even had a start gate to practice over. I wanted to find the gnarliest gate just so that I could test my new techniques out to the max and



**The GOAT loses patience with Mr Bradley – bad Ed!**

**"See that kid over there with the video camera? I want you to roost him real bad!" Ricky Carmichael offers up some more sound advice**

I was really pleased with how I was getting and would look across for some kind of feedback – which I just didn't get. It's tough. If I was getting cross rutted or screwing up in some way I would be sure to get some feedback which I'm pleased that many of the riders did but there were just too many riders for Jeff to give everyone some attention which is how it is on this type of training day. Fro is one cool dude though and it was great to listen to what he had to say.

It's now time for an RCU lunch break which was fajitas. The tortillas were huge and instead of filling them with small pieces of chicken it was a whole chicken breast... awesome! After eating and chatting with the other riders it was time to ask the instructors questions about them and their careers. It was like being back at school when everyone had to read out loud stood up in class – you know you can read but daren't be the one to go first!

After one or two questions one of the RCU team were walking around and asking questions that he would put to the guys at the front and soon enough the questions were flowing and some pretty cool questions were being answered. This on its own made the whole day worthwhile.

Back on the track straight after lunch and we were with RC. I found myself feeling ever so slightly more excited to be on this section than riding the bike itself! The section was just a simple flat left hand turn. Like Emig he gave a really good description of what he wanted us to do with the technique he wanted us to use and essentially all he wanted us to do was ride around the graded turn and make a rut so we could use his technique.

However, what followed wasn't quite what Ricky had planned because after only a couple of laps a small berm started to build and it felt absolutely awesome to

go in and smash it. We were stopped a couple of times and got 'come on you guys, you can do this. Leave the berm alone. I know your finding this frustrating and all you have to do is ride the bike without leaning it over just inside the berm and make a rut... look let me show you'.

He threw his leg over his bike and gave a demonstration. Super smooth and fast he braked hard in to the turn, rode through the turn on tickover and then gunned it out of the turn. On his return he continued to say 'you can do this guys' and backed it up with all the reasons why we shouldn't and should listen to him. I'm pleased to say that I did pull it off in the last session and even got acknowledged for it too! It was just that the berm that built up was so wicked it had 'rail me' written all over it.

Our last section was with Jamie Dobb. This section was a 90 degree turn in to a set of rollers so Jamie explained the section and suggested that we go and learn the section. What seemed like a lifetime later he pulled us in and explained how to get through the section and then sent us back out for another GP moto. I'm quite sure that Jamie's approach to coaching is 'learning by doing' but as someone who needs the reason why and what's involved as well I struggled with the lack of input. However, Jamie did spend time with quite a few riders giving good feedback.

Our learning was now complete and after a refuel we got to go out on to the full track for one final session with the legends of motocross. To wrap the day up and in style, the instructors handed out RCU certificates in a presentation that also acted as a photo opportunity.

All in all it was an awesome day with a solid format to back it up. Thanks Ricky, Jeff, Dean and Jamie for a fun day out – and all the tips!

For me the entire experience was pretty surreal and I felt like a kid at Christmas – X 1000! But of course, I was there to do a job so I had to keep things professional. Or at least try to anyway.

I spent the entire two days at the RCU trying to capture the awesomeness of the event as best I could. Trying to really show what people get for their money and what the RCU means to the people that run it. There was a lot going on which meant of lot running around and sweating my ass off.

We started with morning briefing, then straight from there to the track for warm-up sessions and then straight from warm-up sessions to the first classes of the day in a sort of organised madness type of fashion.

So morning classes began and we had five instructors in attendance – or should that be lecturers seeing as though this is a university? In no particular order there was home hero Tommy Searle, 2011 250 AMA outdoor champ Dean Wilson, Jamie Dobb who is still Britain's last world champion, four-time AMA champ Jeff Emig and finally Ricky Carmichael aka the GOAT! To say that the students had a wealth of knowledge, experience, skill and pure talent at their disposal would be an understatement!

There were three classes in the morning session and I visited RC, Deano and Tommy to film them in action. For young riders Tommy and Deano were at dab hand at this training school business – Deano in particular. As for Ricky, he's probably the best MX coach I've ever seen in action (although thinking about it, it's not that surprising as he's actually the best MX rider I've ever seen in action). He was very hands on and he really gets involved – interacting with each of the riders as individually as he could. >>

**TooFast Max empties his camera after another roosting**

**Plenty can be learnt from a world champion like Jamie Dobb**





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After morning classes it was time for 'recess' and some lunch. And what a lunch it was. I'll go as far as saying that this was the swankiest lunch I've ever had at a motocross track – all provided by Mrs Dobb and her crack team of helpers.

Once we had all piled our plates high and refuelled our bodies we moved on to one of the coolest parts of the two days – some personal time with Ricky. Along with a fellow videographer from the Netherlands we had put together a small studio set-up in one of the cabins on the FatCat campus then had a one on one interview session with RC. Then we also filmed the larger Q+A session with all of the students.

This took place in a hospitality area that had been built just for the RCU – complete with free bar and a PS3/Xbox rig to play on. This question and answer period went on for about 30 minutes where the kids, the parents and even myself could throw out any questions that we could think of for the five pros to answer. I found this entire session really interesting and enjoyable.

After the conclusion of this we headed back out on track for the final two classes of the day. Firstly I headed over to Jeff Emig, who was giving tips and tricks on how to yank the holey every time. After this we went over to Dobby – no, not the house elf from Harry Potter – where he was teaching the kids how to tackle the roller section. Once we had shot everything we needed with Dobby we headed back over to Ricky to sort out something pretty special – I played with Carmichael's helmet for a good 10 minutes... I'm talking about his crash helmet of course where I hooked up a GoPro and microphone inside his helmet ready for the freeride session that was up next in the schedule – all for a small video which you can find online at [www.dirtbikerider.com](http://www.dirtbikerider.com).

While I was doing that Ricky and I spent >>



*Deano gives a student some sound advice*



*"And then this one time at FatCat..."*



*Whippity doo dahl*







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**RC takes time to learn all about Samco hoses and the benefits they bring**



**Jeff Emig's holeshot coaching is invaluable**



**He may not be in the best shape of his life but Ricky still has style and class on and off his bike**



**When RC speaks everyone listens...**

15 minutes or so talking about all sorts of things – his opinions on KTM, his thoughts on James Stewart (a very interesting topic!) and everything in between. There were some juicy pieces of gossip. During this short chat with the GOAT I felt a bit weird – it was the first time in my life that I've ever felt star struck. I've watched this guy so many times on TV, in films and on videos that I couldn't quite believe I was stood there having a chat with him – what a seriously cool moment. It came and went so quickly, Ricky got the nod to get ready for the freeride so I switched on his GoPro and mic and that was that. But I'll always be able to remember my little chat with RC – particularly because I've got it on video and I'll be able to watch again and again!

One thing is for sure – RC hasn't lost his touch. He can still throw a bike upside down, he can still rail a sand berm faster than I have ever seen anyone rail a sand berm before and I bet if he wanted to he could still nail in some hot laps

that rival today's fastest men on the planet!

He proved this and more in the free ride sessions and he could've gone out there and smoked everybody but he didn't. He went out there and gave something cool to the kids. He rode around with them and gave them a battle – something that I'm sure every rider he battled with will remember as the day they duked it out with the Greatest Of All Time. "It's about giving back and I'm glad to be here," said Ricky in one of my videod interviews which you can find online in our face-melting, ass-kicking RCU mega edit.

In my opinion it's this that makes RC the greatest. Not the countless wins and championship titles but the fact that after his retirement when he could've so easily gone off to play with his millions he's here at the RCU in Doncaster giving back to the sport that he loves and has given him so much. That's the real reason Ricky Carmichael is the GOAT.







Next time he went he was armed with his mum's Kodak Brownie camera.

After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

**Jack Burnicle** is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid.

At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked.

DESCRIPTION SIGNALEMENT	
Beurrier Titulaire	★Wife Femme
Occupation Profession	GRAPHIC DESIGNER
Place of birth Lieu de naissance	BILLINGHAM
Date of birth Date de naissance	9/2/47
Country of Residence Pays de Résidence	ENGLAND

Usual signature of Beurrier  
Signature du titulaire

Usual signature of wife  
Signature de l'épouse

(6337315)

# The LEGENDS of MAGGIORA

*Jack B takes a look at the legendary Maggiora circuit in Italy and some of the legends it's helped to produce...*

Words and photos by **Jack Burnicle**

**M**aggiora is a hilltop village in the foothills of the Italian Alps. Situated in the Novara province of Piedmont, 60 miles north-east of Turin, it has a population of just 1,700. But beneath the village lies Maggiora's greatest landmark, a magnificent motocross track that has manufactured grand prix racing heroes for over three decades.

The latest were MX1 title rivals Gautier Paulin and Tony Cairoli. "It is a great feeling to become a part of the history of this place," said the appreciative Frenchman, after beating off a bombardment from his loudly hailed opponent to win this year's Italian GP...

And what a history it is – quality rather than quantity. Between 1980 and 1999 Maggiora held only six world championship events but they were all massive! First, after building their reputation with a successful series of internationals during the sixties and seventies, 'Associazione Sportiva Maggiora' welcomed a mind-boggling cast for the 250cc Trophee des Nations team contest at the beginning of September, 1980.

Belgium, armed with newly-crowned individual world champions Andre Malherbe, Georges Jobe and Harry Everts would surely do the business for the 10th time. 19 year-old 250 world champ Jobe duly dominated race one ahead of Guennady Moisseev (KTM), leader of defending champions Russia. But behind Moisseev his team fell apart, a collapsed back wheel putting out hard-riding Yuri Khudiakov two laps from the finish. The rock hard terrain and huge downhill rocket launches – Khudiakov hurtling higher and further than anyone else! – meant rear tyre punctures and splintered wheels were an order of the day.

500 world champ Malherbe rode a water-cooled Pro-Circuit CR250 to third place, almost catching Moisseev, and Belgium held a handsome 10-point lead over host nation Italy. 125GP luminaries Corrado Maddii (Aprilia) and Michele Rinaldi (TGM) placed sixth and ninth, with Gilera's Dario Nani 15th, but ultimate Man of the Day Maurizio Dolce slithered back to 18th with a flat rear tyre.

Jobe leapt into the lead of race two but unloaded on the second lap handing the lead to lightning-fast Maurizio and his humble Maico. 40,000 fans went absolutely spare. Every lap, as Dolce burst on to the long wide finishing straight and flew flat-out over a fast ramped jump the whole sun-baked auditorium erupted into a

deafening, delirious frenzy – further fuelled by Maddii, Nani and Rinaldi all running top six!

Then Rinaldi lost five laps replacing a mangled rear wheel as Maddii and Nani slipped back into a furiously contested midfield. But the Italians did enough to nail second place clear of Sweden thanks mainly to Maurizio Dolce, blazing to the most unexpected and memorable victory those ecstatic Latin fans had ever enjoyed – the first ever world championship motocross race win for an Italian rider!

Two years passed before Maggiora welcomed a 1982 250cc world championship being hotly contested by Jobe (Suzuki), Dutchman Kees van der Ven (KTM) and series rookie Danny LaPorte (Yamaha). Humid overcast weather broke into heavy rain as the grid formed and tall Yamaha mounted Austrian mudmeister Heinz Kinigadner grabbed an early lead ahead of van der Ven and Jobe, leaving 'Danny the Door' buried in unlucky 13th. The American eventually hollered his way through to sixth but 'Kini', riding supremely on a treacherously slick circuit, coolly collected his first GP moto success!

The rain thankfully abated for race two as van der Ven struck an early advantage over a riotous fight for second between big German Rolf Dieffenbach (Honda), Kinigadner and LaPorte. By half-distance the Honda's rear brake had broken, leaving LaPorte to lever a way past Kini. The Californian's cavalier pursuit of van der Ven drew rapturous applause from the crowd but the 24 year-old Dutchman clung on to his poise, his lead and overall honours while dashing Danny captured Italian hearts, exploding across the line in the KTM's wheeltracks...

Four years later, on September 21 1986, LaPorte's US compatriots wrote one of the most famous pages in motocross history. Their MX des Nations squad comprised Honda trio David Bailey (500), Ricky Johnson (250) and Johnny O'Mara (125). All the open class riders – including Bailey – felt that the tight, trickier back sections of Maggiora actually favoured smaller bikes – and 'Johnny O' quietly agreed!

With 24 countries entered the FIM decided on three motos, each lining up in two rows, and set the stage with 250s against 125s. The USA, having drawn the coveted inside gate, cleverly popped O'Mara's 125 on the front row. He quickly moved over off the start, Johnson's 250 jetted through and O'Mara slotted back into second as the crowd screamed on third-placed Rinaldi (250 Suzuki), leading an Italian charge. >>





*All Italian eyes on Alex Puzar as he hustles his way to victory in 1990*



*David Bailey lead the Yanks to MXdN victory in 1986*



*Johnny O' just after that amazing second moto in '86*



*Mercurial home hero Maurizio Dolce won the second moto of the 1980 Trophee des Nations*





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David Bailey shows Aussie Craig Dack how to attack the Maggiora hills



Then came race two – the most fabled in Maggioresian legend. While Bailey broke clear O'Mara, in six amazing laps, hurled his 125 successively past half a dozen European open class stars into third place. Only Bailey and world champ Dave Thorpe lay ahead. But 'Thorpey' had burned out the rear brake of his factory CR500. And he needed it to attack those demanding downhills (ask Rolf Dieffenbach!).

For four screaming laps the O'Show terrorised Thorpe before cutting inside the big, bellowing Honda on a tight, rutted right-hander. The valley went wild – another American one-two. Immediately after the race I found Johnny – a shy unassuming man – sitting reflectively, alone on the rostrum with a bottle of water. "You should be out there waving to the crowd," I urged. "All this applause is yours!" But the modest Californian stayed put. "I just never let up," he said, shaking his fair hair in apparent disbelief. Thorpe took defeat with good grace.

"I could hear the thing buzzing away behind me," explained the Englishman. "And Honda have sacked him. I'm glad I've signed a two-year contract!"

Bailey and Johnson then overpowered a brave Thorpe in race three and staged a clever dead-heat, hands clasped together and held aloft as they crossed the line. But Thorpe's heroic third, together with Jem Whatley – a popular figure on the locally produced 250 Cagiva – in fourth, hauled the Brits past Italy into a splendid second place behind the all-conquering Yanks. Dusk gathered around the American idols as they signed endless autographs for Italian worshippers. "What a phenomenal track to ride in front of such enthusiastic fans," bubbled David Bailey. "I don't recall ever riding in front of a bigger crowd outdoors. Fantastic!"

Another four years had passed before Maggiora hosted the second round of the 1990 world 250 championship – Italian stallion Sandro

'Crazy Horse' Puzar having dominated the opener in Austria on his Michele Rinaldi managed Chesterfield Suzuki. But in front of an enormous, expectant audience, on a roasting hot day, Puzar toppled over in the first turn and remounted dead last. He fell again but those fans never took their eyes off him as, lapping a full two seconds faster than his rivals, he hammered through to finish inches behind third-placed Michele Fanton. Louisiana's Italian exile and adopted son Trampas Parker (KTM) won the race but dwelled too long downfield in a second moto blitzed by Puzar. So Sandro rescued overall honours on another day of high-octane action, excitement and pure magic!

1995 and another sweet assassin, Yamaha's Andrea Bartolini, excited fans with a further Italian win before current KTM boss Pit Beirer swept his 250 Kawasaki to victory in 1999, drawing a close to Maggiora's magnificent 20 years at the top. Until now...










## *Domination of a Nation!*

David Bailey and Ricky Johnson cross the line at Maggiora symbolising six years of US domination at the Motocross des Nations. This 1986 victory marked six wins from six starts and it wouldn't be until 1994 that the streak was finally stopped when Team GB – consisting of Kurt Nicoll, Rob Herring and Paul Malin – straight up out rode the Yanks at Sittendorf in Austria.





TODD  
KELLETT #98  
Age: 16  
Class: Rookie  
Machine: KX250F

PRESTON  
WILLIAMS #100  
Age: 10  
Class: 65cc  
Machine: KX65

# GREEN LANTERN!

AFTER A TWO YEAR HIATUS TEAM GREEN IS  
BACK AND THE FUTURE IS LOOKING VERY BRIGHT  
FOR KAWASAKI'S YOUTH DEVELOPMENT SQUAD...

Words by Thomas Bohner Photos by Nuno Laranjeira



Ross Burridge and Jeff Perrett flanked by the Team Green boys

## BILLY KING #5

Age: 13  
Class: Big Wheel  
Machine: KX85

## DYLAN WOODCOCK #60

Age: 12  
Class: Small Wheel  
Machine: KX85

For those of a certain generation Team Green Kawasaki is synonymous with British motocross and success. A programme devised by then Kawasaki UK racing head honcho Alec 'Ace' Wright back in 1979 – Team Green has seen an incredible pedigree of talent come through their ranks down the years. From the likes of Paul Malin to Carl Nunn among others right through to the most recent star pupil to go on to great things – Tommy Searle, Kawasaki has played such an integral part in their career.

However in recent times Team Green hadn't been seen in action on the UK motocross circuits and two years ago Kawasaki UK racing co-ordinator Ross Burridge took the difficult decision to shelve the programme due to the

very difficult financial climate we all found ourselves in. But now it's back with a bang and very much back on track.

"It was a tough decision to not have Team Green out there after all of those years of Kawasaki UK supporting youth motocross but financially it would've been too much of a stretch with a lot of focus going into the redeveloped KX250F and 450," explains Ross. "We didn't end our support in youth motocross completely though. We decided to help a few individual riders and Jeff Perrett's then Twisted 7 team. Jeff had decided that he wanted to turn his attention more to supporting youth riders and it was a good option for us to stay actively involved in British youth motocross."

"We had some good success in that time like Harry Kimber winning the 65cc Arenacross title and Todd Kellett proving the KX85 is competitive

at the sharp end. Jeff proved to us that he could manage a team well and have a good relationship with the riders, probably because he's an ex pro racer. Coming into 2013 we found ourselves in a stronger position so we sat down with Jeff and talked about bringing Team Green back with him acting as team manager."

Although he has raced for every manufacture in his career Perrett has a long standing alliance with Kawasaki as it was them who gave him the support to get his own team off the ground. So when the chance came along to run Team Green he didn't hesitate.

"It's a genuine honour for me to be helping out Kawasaki with Team Green mostly because of the heritage of it but also because the guys at Kawasaki are so good to work with," says Jeff. "There's a clear focus but in a relaxed atmosphere and I think that's important."





Steve Guttridge was instrumental in my decision to start my own team and gave me the support to put myself and Bry [Mackenzie] out on the track. I've always felt like part of a family at Kawasaki since then – it feels right. The first bike I ever wanted was a KX80 back in 1981 but I was too short so I started my career on a Yamaha 50 but I've just always liked Kawasaki for some reason.

"When I was growing up and coming through youth motocross it was the team that you really wanted to be on. It always looked so professional with all the matching clothing and bikes – kids just didn't look like that in my day! Everything looked like a factory team and cool, that's the feel we're trying to bring back but with even more professionalism in their preparation than then, because let's face it that side of the sport has moved on so much."

With the sport becoming more professional physical and mental training as well as diet are being analysed much more. Now younger riders and their parents realise that the benchmark to succeed is happening at a younger age and if you're going to make it in the sport you'll probably have more of a chance if you come out of youth motocross hitting the ground running. A fact that both Ross and Jeff are fully aware of and are all too conscious needs to be managed correctly and the riders on the team don't head

for burn out.

"It's a fine balancing act really," says Jeff as he looks back on his own career path. "To make it to the professional grade in any sport is a tough, long road where sacrifices have to be made, particularly in motocross. It takes a lot of discipline. I joke about my career because that's my character and people think I messed about all of the time but I didn't. I knew when I had to be serious and I can't begin to tell you the amount of parties I missed and tales of awesome weekends I had to listen to from my mates after coming home from a crap weekend racing. I often felt like I was missing out. When you get to your teens it's easy to get distracted in many ways, suddenly girls are alluring, you can find a taste for alcohol and what it brings with it, add both of them together and it becomes even more appealing!"

"With the talent and the limited support I had I knuckled down with some incredible help from my family and made it to the level I was shooting for, which was to be a GP rider and regular top 10 rider in the UK. My family and I set a realistic target and I made it to the top five but who knows, maybe if I had been on Team Green and had a level of support and guidance like that I could've achieved more? I have no regrets though and I'm very proud of all I have achieved in this game.

"I may not have won a major British championship but I've been involved in this sport

for over 30 years on both sides of the fence and in many different ways and it's very rewarding to now be passing the knowledge I've acquired on to the lads and try and give them a heads up about the pitfalls along the way. They are all clearly self motivated now, it's my job to make sure they maintain that desire and confidence in their own ability to go the distance, don't get distracted and remain focused."

So what of the riders themselves? How do they feel about being part of the Team Green resurgence and have all this support behind them? First year Rookie class rider Todd Kellett certainly feels like he's reaping the rewards of being on the programme.

"It's cool and I fully appreciate the chance I've been given by Kawasaki," reveals Todd. "I've been working with Kawasaki and Jeff for three years now I know it's made a difference and brought me on so much. It gives me a lot of confidence knowing I have them behind me.

"Jeff has raced GPs so he knows what it's takes to make it to pro level but he also knows we are all different and what works for me might not work for the others. He trusts me with my training because he knows I'm really motivated and I'm in good hands with my trainer Russ Wells, my family and friends like Stu Hodder. He's only ever on to me if he thinks I've been doing too much and not getting enough rest – mostly mental really because he says that's so important. He helps out with lines and technique



*The boys enjoy their Stolen BMX bikes*



*The only way to accurately describe Todd Kellett's riding is intense!*





and keeping me relaxed and focused on the actual racing.

"Ross is always supportive and relaxed – I don't feel any extra pressure from Kawasaki. We have a good team and everyone gets on and we all help each other, it's brilliant being a part of that. Then to have support from cool brands like Monster, Alias and Stolen BMX is the icing on the cake really – it definitely gives you a lift."

The dynamics and organisation of any team is key if there's going to be a sustainable success and although it's early days in the rebirth of Team Green that's something they've thought hard about. There's been a lot of planning and conversations between Ross and Jeff and continues to be so as they talk regularly about current issues and what's to come, not just for the remainder of 2013 but what's around the corner in 2014 and even beyond that in 2015.

"The way we're set up works well. Kawasaki take care of all the bikes and spares and the mechanics and parents can deal directly with Ross on that" explains Jeff. "I work with the riders, sponsors and oversee our set up at events. Just having Ross take care of the technical side of things makes such a difference, it allows me the time to really concentrate on developing the riders in all aspects from their riding to media skills. Obviously our aim is to win, if it wasn't we wouldn't be doing it but we're also conscious

**Billy King got in the mix indoors over the winter**



**Pocket billiards anyone?**



**Woodcock stands on top of the Arenacross podium**



that we're a stepping stone in hopefully what will be a very successful career for them. If we can get them to a point where they leave youth motocross with a good shot at being a successful professional racer for Kawasaki then we've done our job.

"This is our first year as 'the new Team Green' and we've already had some great results. Dylan Woodcock won every round of the Arenacross and Preston Williams and Billy King both finished third in their championships. Todd Kellett never raced that series as he wanted more time to get used to the big step up from the KX85 to the KX250F and he's doing that now. He's been in the running to win races in his first year in the Rookie class and is on track to being a real title contender for 2014.

"We're already looking at next year and beyond, we have to if Team Green is going to be the team that most kids in the UK want to race on. We have to plan well and then execute those plans if we want to succeed, this is year one and we've already won a championship which is great but we're only scraping the surface of where we want to go with this. Team Green has been so successful in the past here in the UK and we want to get back to that level.

"The Team Green programme in the U.S is the benchmark for us, look at the riders that have come through that – Carmichael, Stewart, Villopoto and what they've gone on to achieve. And now Cianciarulo is just starting his pro career. I know their programme is bigger with more resources but there's no reason we can't build the equivalent for UK riders. We're 100 per

cent committed to that and our partners like Monster Energy, Alias, Maxxis, Motorex... all of them – they also appreciate what we're setting out to achieve. They all feel the same way so with everyone pulling in the same direction I don't think it's being overly optimistic at all."

To emphasise the point Monster Energy's two wheel off-road manager Jamie Coppins sums up what Team Green's all about and where it's heading. "Monster are really happy to be on board with Team Green for 2013/14. Supporting youth MX is very important for Monster and we want to try and set a platform in place that can help the top youth racers in Great Britain take the next steps in their riding that will see them reach their top potential. Team Green is a great programme and has seen some great riders pass through it and go on to big things, Tommy Searle is a classic example. Hopefully what Ross and Jeff have put in place will help see the kids on the team now emulate what Tommy has done and go on to be a GP title contender."

Now wouldn't that be great for British MX as much as the riders themselves, Kawasaki and all concerned with Team Green?

## DREAM TEAM TEAM GREEN'S TEAM PARTNERS...

Monster Energy, Alias, Maxxis, Motorex, JT chain and sprockets, Hiflofiltro air and oil filters, Enjoy graphics, Talon Wheels, Stolen BMX Co, EKS goggles, Alpinestars boots, WP Racing Fuels, UFO/MD Racing, Rusty Personal Training, Totally Dynamic vehicle wrapping.



# BETA ROCKERS!

ARE BETA'S 2014 ENDURO BIKES ANY DAMN GOOD? GEOFF WALKER GRIPS 'EM N' RIPS 'EM TO FIND THE ANSWER...

Words by Geoff Walker

**T**he Beta name is synonymous with the rock hopping trials fraternity but their power is growing fast in the enduro market too. With an international team including British, Scandinavian, American and Italian riders who play their trade in the world's most important off-road championships Beta's commitment to the sport is clear.

Beta could go for the option of making a couple of models and play it safe but they don't seem to believe in this thinking. With a total of 30 models across their entire range of road, trials and enduro bikes it seems that the forward thinking, family owned business is here to provide us – their customers and motorcycle enthusiasts – with a range of bikes for our every need. Of course we are focussed on the enduro range but the company is to be commended on their passion and search for quality, reliability and perfection in every motorcycle they produce.

On the subject of reliability, the bikes are clearly on top of their game in the hands of the Hemingway brothers. These guys are the factory supported 'extreme' team and the brothers are pushing their bikes to the limit in every race. Coupled with the fact that they are great riders as well as being friendly and fantastic ambassadors for the brand reflects on the Beta mentality and particularly that of UK Beta supremo – Mr John Lampkin.

That name needs no introduction and after a long conversation with John I was refreshed to hear of the

excitement and commitment to this relatively new adventure for the mainly trials oriented importer. John has already signed up Steve Plain, Derek Edmondson, Lee Edmondson and Jack Lee into the UK structure to help with technical, testing, racing and marketing of the enduro side of the Beta brand. With these guys involved things will develop nicely here on the home front.

Beta is very proud of their engine building abilities and general engineering quality of their bikes. The first Beta enduro models launched 10 years ago were powered by KTM motors in an 'exchange' deal with the Austrians for mini bike motors. But the Italians now manufacture their own engines and are very keen to stress the reliability of them.

The ultra-modern Beta factory runs with 120 employees and produces 10 to 12,000 bikes a year depending on demand. The search for perfection in all the engines produced is shown at the factory with every unit being run on the test bench to keep a consistent level of reliability and performance across the range. From a personal point of view this kind of attention to quality is an absolute must. Scanning the bikes all the fixtures and fittings look quality and we're looking forward to having a bike soon for a couple of month's evaluation, racing and testing.

Okay, Beta has been around for a long time and is passionate about enduro, has a great manufacturing facility and is pushing the limits in this difficult economic climate. It is time to check out the fruits of their labour.

>>









The 2014 RR Enduro range features two two-strokes – the 250 and 300 – while there are four four-stroke models – 350, 400, 450 and 498cc.

The full range uses carburettors for '14 and the explanation for this is simple – Beta believe the more expensive option of carbs is better for enduro as a well carburetted bike will deliver perfect performance. Also, the fact that the carb can be maintained and easily fixed without the need for expensive internal parts – unlike an EFI unit – is key to this decision. I respect them for this view and investment to keep things simple and mechanical. EFI will only appear on Beta bikes when it is necessary to conform to emissions standards.

Updates on the engines across the four-stroke range are aimed at another increase in reliability with countershaft heat treatment, shift drum geometry changes (that also help with slicker shifting), a stronger gearbox design and bearings as well as an all-new piston for the 350 that has a modified profile and ring lubrication holes position for increased lubrication efficiency.

This should increase both longevity and performance.

The 250 two-stroke motor benefits from a new power-valve flap which fits tighter inside the exhaust port. This gives an increase in throttle response and more low-down power. Both the 250 and 300 also have a new oil level check screw on the clutch inner cover. The fact that there are only a couple of minor changes on the two-stroke motors show Beta's confidence in these proven units.

The Sachs suspension has gone through the development department and due to demand the support and firmness of the suspension has been ramped up to cover a wider range of competitive rider's styles. The 2013 models tended to feel soft and easy which to be honest would suit a lot of riders but it was viewed to be a little too soft so the chassis department have given the bikes an all-new feel with a balanced increase in damping strength on the forks and the shock.

The forks have come in for the biggest changes with modified guide bushes to allow flex

and decreased piston and shaft diameters inside the forks to help control the new oil flow with more efficiency. The fork spring rate stays the same but there is an increase in preload across the range to work with the more aggressive valving and internals.

The range's Sachs shocks also receive modification in the control valve area to give a more controlled and linear travel. There's also a move to a harder rate spring.

The frames have now been developed using Computer Aided Design with the aim being to reduce tension in key areas using Finite Element Method analysis which produces a 3D model of the frame and shows which areas would be under most stress. These areas have been modified to allow the frame to perform at its best. There are no overall geometry changes to the range.

Another feature of development across the range is the brake discs. A new hardening treatment is aimed at increasing reliability and braking power. Beta use Nissin units which are another top quality feature.



*Light and responsive – the two-strokes rock Geoff's world*

#### TECH SPEC RR 350 4T RR 400 4T RR 450 4T RR 498 4T

<b>Capacity:</b>	349.1cc	398cc	449.39cc	497.94cc
<b>Bore and stroke:</b>	88 x 57.4mm	95 x 56.2mm	B95 x 63.4mm	100 x 63.4mm
<b>Transmission:</b>	Six-speed	Six-speed	Six-speed	Six-speed
<b>Fuel tank capacity:</b>	8 litres	8 litres	8 litres	8 litres
<b>Front suspension:</b>	48mm Sachs fork (290mm travel)	48mm Sachs fork (290mm travel)	48mm Sachs fork (290mm travel)	48mm Sachs fork (290mm travel)
<b>Rear suspension:</b>	Sachs Shock (290mm travel)	Sachs Shock (290mm travel)	Sachs Shock (290mm travel)	Sachs Shock (290mm travel)
<b>Front brake:</b>	260mm disc	260mm disc	260mm disc	260mm disc
<b>Rear brake:</b>	240mm disc	240mm disc	240mm disc	240mm disc
<b>Seat height:</b>	940mm	940mm	940mm	940mm
<b>Wheelbase:</b>	1490mm	1490mm	1490mm	1490mm
<b>Ground clearance:</b>	320mm	320mm	320mm	320mm
<b>Dry weight:</b>	113kg	113kg	113.5kg	113.5kg







**The 498 makes big power and that makes Wakker very happy**



Other changes include the two-strokes getting a bigger fuel tank which is transparent and holds 9.5 litres. The seat base on all bikes has increased strength to improve fitment to the frame and seat foam. This strength is good as the push button seat release requires a certain amount of integrity to stay reliable. And finally the new front mudguard is designed for strength and rigidity and it's wider too which will help it catch more crud. Super. Now on with the ride...

Positioning on all the bikes felt roomy and comfortable from the off. The RR350 was of course no exception. The 350 is a fun capacity to have underneath you and any weakness to be found with this capacity would be in loose conditions. The 350 is great fun to ride hard and attack on. The motor pulls pretty hard and in order to get the best from the bike the grip levels need to be fairly high.

The roll on power is exactly as a 350 should be with a tendency to get through the early part of the range quickly before hitting its more potent area from mid to top-end. I know exactly what to expect from a 350 and indeed its limitations. This bike is built to be ridden hard when in competition but retains a user friendly feel for a beginner as it makes enough power for cruising trail riders without the fear of it getting out of control.

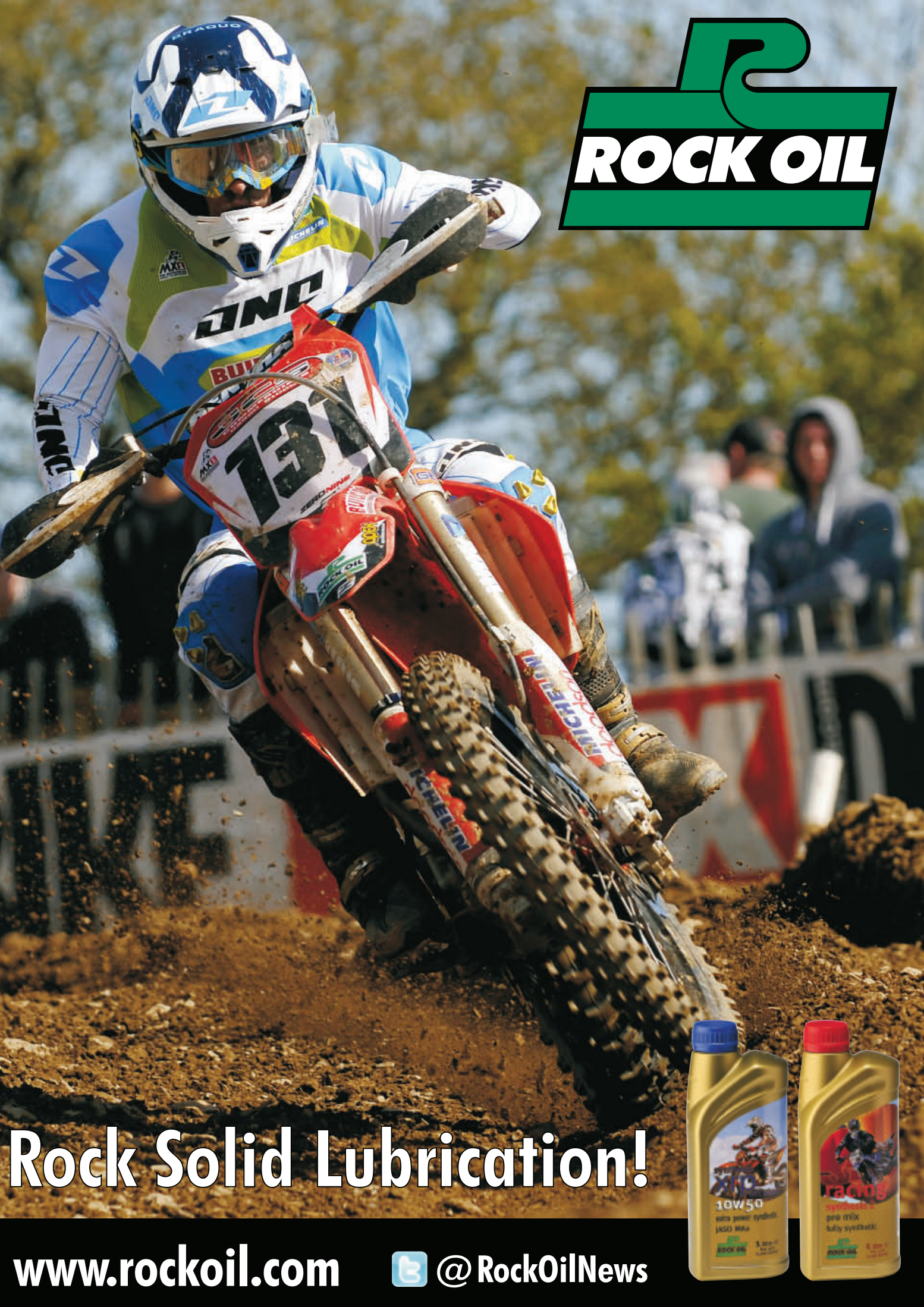
The 400 is a capacity aimed at trail enthusiasts. This 'do it all' machine offers a great package of power which does nothing to intimidate. There is a great feeling of torque produced from the motor which allows you to have fun while covering the ground at a good speed. The motor compliments the chassis and its positive feel. Purely from a personal point of view the 400 is a great package but its vague middle ground capacity makes it pretty unnecessary in the range as the 350 and 450 cover the bases very well.

The 450 absolutely rocks. The motor produces some of the best power I have ever experienced and it delivers it well. The jetting was perfection and the delivery could not be found wanting at all. This motor is a player and with its friendly, useable and super tractable delivery the 450 Beta becomes a pleasure to ride with every mile covered. Couple the motor strength to the extremely planted chassis and the package becomes even better. The ergos and light feeling produced from the sum of its parts makes the 450 a bike which covers pretty much all the bases. 450s with this amount of throttle controlled traction control don't come along very often and the Beta is up there with my current 450 champ – the Husaberg...

The 450's big brother is anything but.







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**@RockOilNews**







The 450 is in its element on grassy special tests



#### TECH SPEC RR 250 2T RR 300 2T

<b>Capacity:</b>	249cc	293.1cc
<b>Bore and stroke:</b>	66.4 x 72mm	72 x 72mm
<b>Transmission:</b>	Six-speed	Six-speed
<b>Fuel tank capacity:</b>	8 litres	8 litres
<b>Front suspension:</b>	48mm Sachs fork (290mm travel)	48mm Sachs fork (290mm travel)
<b>Rear suspension:</b>	Sachs Shock (290mm travel)	Sachs Shock (290mm travel)
<b>Front brake:</b>	260mm disc	260mm disc
<b>Rear brake:</b>	240mm disc	240mm disc
<b>Seat height:</b>	930mm	930mm
<b>Wheelbase:</b>	1482mm	1482mm
<b>Ground clearance:</b>	320mm	320mm
<b>Dry weight:</b>	104kg	104kg

Some may say the 498 would be the surprise package but there is no surprise to us here at DBR. Big-bore four-strokes make some of the smoothest silky power which often defies their capacity. The 498 is no exception and just like the 450 with the help of the planted, responsive chassis this bike is a pleasure to ride.

Yes, it pushes hard into flat turns but no-one would be stupid enough to think a 498 could corner like a 125 smoker. If I lived in the land of desert trails and miles of open ground then I would be checking out what deals are available on this badass machine...

Jumping on to the 250 two-stroke excited me. The instant featherlight feeling of flicking it around and the great balance the chassis has from front to back and side to side produces a smile. You know when you are perched up on a well thought out bike and this is one such machine.

It was on the 250 where the improvement in

the brakes was most evident. The power and control the Nissin units produce was superb. It was great to test the limits of the brakes versus tyre adhesion on the grassy part of the test till the point of a slight bail out (captured on camera by John Boy). While I hit the deck on that occasion I could not have been happier. A front brake like this is a joy and creating a corner entry controlled stoppie made me feel like a Cal Crutchlow of the dirt...

To ride the 250 hard required a few elements. Finding the meat of the power was key and keeping it in this range was essential. Don't get me wrong, this bike responds to a gentle touch but our test loop required controlled aggression and good flow. The 250 motor pulled strong from just above bottom until it hit its mid to high limit where it signed off. Short shifting was greatly received from the motor and although the somewhat slippery gear shifter could cause a missed shift opportunity that could be quite

easily rectified.

The 300 has a bit of a presence and with its super torquey power which just keeps pulling I found it very easy to ride. It basically does exactly what a 300cc two-stroke should with the minimum amount of flaws. The extra torque of the 300 helps make for a linear yet mellow feeling power delivery that drives the bike along like a rocket ship.

The chassis again enhances the power from the motor and both the two-stroke models benefit from the new Sachs forks. Initially I felt a twitchy feeling from the front end but a simple five clicks added to the rebound adjustment transformed the bike and made it way more stable. Confidence comes from front end stability and with this seemingly minor change the bike started feeling more planted like its four-stroke family members. The 300 – like the rest of the Beta range – does not disappoint in any way.



# PROX

## RACING PARTS



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**W**e learned a valuable lesson on the RPM project – graphics and a seat cover will increase the appeal of your bike. Some others may wish to support their sponsors or even just merely personalise their bike but whatever your reason and for an affordable outlay you can raise your bike's appeal with ease.

Dr Dirt recently went step by step through the graphic applying process, and now we complete our set from MXM with a plain black gripper seat cover – although personalising would cost no extra. At £120 for our full graphics and £36 for our seat cover, the set are the most valuable items we had bought for a return on our investment as they transform the appearance of the bike.

Years ago, your options were reduced to

tolerating big lengths of silver duct tape around your worn out standard seat covers or have your local upholsterer skilfully stitch up a new cover from sickly coloured vinyl. Most just rode around with wet arses in the 1980s as the water absorbed from cleaning our bikes squelched from the dense foam the moment we sat on our bikes. Fortunately those days are passed.

Having the correct tools is the biggest worry for most people considering replacing their seat cover, although a heavy duty staple gun costs less than a fiver on eBay, but ask around, someone will have one to borrow. Then you just need a screwdriver, pair of pliers and some scissors along with a spare hour are all you need presuming you can get the seat off. For sure it won't add thousands of pounds to the value of your bike but a torn or worn out cover is a real easy fix.

## DUCKANDCOVER...

**WAS THE MESSAGE OFFICER BARBRADY OFFERED THE PEOPLE OF SOUTH PARK. IT'S ALSO SOUND ADVICE IF YOUR BIKE'S SEAT NEEDS LOVE - WITHOUT THE 'DUCK AND' PART OF COURSE...**





**01** Use a flat bladed screw driver to pry up one half of the staples in a local area.



**02** With good pliers, rip out the staples from the seat base, removing as much staple as possible. When all the staples are out then the cover will come off.



**03** Clear the foam of any fragments stuck to it, pushing any torn foam back in position as they will show through the new seat cover. If the foam is not adhered to the base re-bond it with contact adhesive.



**04** Position the new cover by hooking the front into the tailored part of the cover to check it fits neatly all around the seat base.



**05** Add a single staple to the front, being careful not to bunch excess material near the seat's mounting points before adding a few more staples.



**06** Once equal amounts of the cover show to either side of the seat, pull the cover to the rear of the seat and secure with a couple more staples at the back. More can be added later.



**07** Working down from the front adding one or two staples to each side, work to get the seat cover neat and free of ripples.



**08** Changing from side to side after every four or five staples, secure the cover down both sides, making continual checks for ripples until it is completely secured.



**09** The completed seat may require any excess cover material to be trimmed, particularly around the mounting socket at the front. Add more staples as required to secure the seat cover.



# GONE RACIN'!

WITH THE VETS GP LOOMING AND A BRAND-NEW HONDA CRF450R TO PLAY WITH ED TAKES IN A LONG DISTANCE TRIP TO THE PATCHQUICK TROPHY...

WORDS BY ED BRADLEY PHOTOS BY NUNO LARANJEIRA

In his infinite wisdom our main man Suttly has been sat in DBR Towers coming up with ideas to challenge the team! His latest cunning plan started with him chatting to the guys at Honda UK and ended with a pretty big challenge being set for me – thanks for that Captain Douchebag.

My mission is to take a 2013 Honda CRF450R and get it competitive for racing in time for the Matterley Basin Vets GP at the end of August. As I turned 40 in April it's now possible for me to enter the old boys' class and getting myself competitive for racing is a challenge in itself since I had an ACL knee ligament replaced during the winter (and you're an old gaffer – Suttly).

The last time I raced was at Farleigh Castle on my Team Dickdo 490 Maico last September. As I'm a little race rusty I've already started my preparation and shortly after getting hold of my new steed I entered the Patchquick Trophy race at Kingsteignton in Devon. With little time to prepare I still found time to make some essential adjustments to the bike.

First things first and an oversized front braking disc was added. With the weight of a 450cc machine and all its power that hauls your ass down the straights at warp factor one, anything that can help you slow down as late as possible for the next turn is going to give you an advantage. It's also worth remembering that around 75 per cent of your stopping power is coming from the front brake and the standard front disc is only slightly bigger than the rear and the rear only does around a quarter of the work!

I will also be adding a steel braided hose so that there is no hose expansion. That will produce a very direct and solid feel at the lever and should have this puppy standing on its nose whenever I give the lever a pull.

On the other side of the handlebar is my second favourite addition to the bike. When we

tested the new Honda in Italy last year the clutch lever felt quite small – especially compared to the previous year's bike. While I could have just fitted a lever from a 2012 model machine I went the whole hog and installed a hydraulic clutch system that comes complete with a man-size lever instead. There are other advantages too – like you never need to make any adjustments so you've got the perfect feel the whole time. It's also lighter than the cable set-up and makes the Honda clutch feel much less like the clutch off a 1981 490 Maico!

I'm amazed that even though the factory Hondas and factory Kawasakis are using hydraulic clutches – like KTM have been doing for such a long time – they still haven't made it on to the production machines. And don't even get me started on the subject of electric start!

The next thing I was eager to change was the gearing mostly because I like the principle of it rather than trying to seek an outrageous competitive advantage. I'm running a 14 tooth front sprocket. The reason for this is that with the smaller 13 tooth sprocket the chain is turning on a smaller circumference and therefore has a great resistance compared to the chain turning on a larger gear, therefore, less friction equals a greater power output plus there will be a little less wear on the sprockets and front chain slipper that covers the swinging arm. Changing one tooth on the front is close to adding four teeth on at the rear so we've moved the rear sprocket up to a 52 toother to compensate.

The last change we made was adding a Yoshimura pipe. I actually quite like riding with the standard Honda pipe – like I do with my '11 model CRF. The bike is super quiet and slightly restricted and this appeals to me because in my own little riding world it's fun being in stealth mode, riding under the radar of the people in front as their aftermarket pipes bark so loud that it's difficult to hear someone riding something as





*Ed took a bit of a roostin' at the Patchquick but was still happy as Larry – who is this Larry anyway?*



*Quiet pipes make Ed very happy*

quiet as a hairdryer sneaking up on them.

The point here though is that the bike does feel restricted by the standard pipe and although the engine performs fine it still feels like Bradley Wiggins trying to blow through a clarinet! This bike needs to breathe and by opening up the pipe, the gases are going to pass through quicker and give this bike – which has got more bottom than Rick Waller – a bit of top-end.

I tested the pipe at the Patchquick event and the difference was immediately obvious – without being too noisy either. Straight away the bike revved more freely and that was before I got it off the stand. On the start line the bike even let a couple of pops go as I gave it full gas – before the gate dropped!

Out on the track the bike still keeps its

smooth bottom and mid-range with the addition of a little extra free revving top-end – not a lot but I like it! Of course there are two other major benefits in using an aftermarket pipe – one is that it is lighter and the second is that it looks the nuts!

So with these mods my starts will be improved straight away. I get a direct light feel with the clutch and no dragging and I've got smooth power out of the gate and a few more horses behind me. So lots of speed can be built up along the straight and finally I can now stop quicker for the turn with the more powerful front brake. Just one more addition that I have yet to do to maximize the start and that is to fit a holeshot device. I'll do that in time for my next race...





Nur-nur-nur-nur-nur-nur-  
 nur-nur-nur-nur-nur-nur-  
 nur-nur-bur-nur-Bayman!



# VALLEY OF THE KINGS

ROB BAYMAN AND PS3 SAMPLE THE KINGS OF THE CASTLE

MEETING AT THE FANTASTIC FARLEIGH CASTLE...

WORDS BY ROBIN BAYMAN PHOTOS BY ROB AND ANDY BOARDMAN

**W**ith a burning desire to get out and race on the PS3 YZ465 once more I entered an event that reminded me of a bygone era when the scene was possibly at its most fruitful. I'm on about a twinshock and classic event that was held at Farleigh Castle by the Cumbria Twinshock Club. Most weekends, twinshock line-ups are fuller than regular club meetings with few as active as the Cumbria club although it has to be acknowledged that plenty of other twinshock clubs stage similar events.

To relive our ancestry I went along to the retro-style mega-event Kings of the Castle which is run at the famous Farleigh Castle track down

on the Somerset/Wiltshire border. Staged over two days almost 300 riders all got to ride their bikes up and down the most famous staircase in the history of motocross with all the brave and foolish getting a commemorative event t-shirt to help remind them that they took part.

The weekend as a whole was awesome and each day was enhanced by uninterrupted sunshine from dawn till dusk, an extended weekend of brilliant racing and a plethora of evening entertainment. The laughter and social utterings of weekenders, blending with the smells of barbeques, candy floss and fish and chips drifting in the air added something indescribable yet fabulous to the atmosphere.

Fairground-style illuminated trade stands mixed with the warm evening air gave an almost 'holiday feel' to the event and Somerset's speciality – cider – also helped. Saturday night was another huge hit, quality covers band Supersonic entertained the swarms of party minded families, many noticeably tapping their toes or dancing in the marquee to familiar tunes in the main arena.

It's hard to believe these regular events are almost like Britain's best kept secret – similar to an underground movement that's known only to those who are involved despite them so clearly welcoming social interaction. I can only compare the social crack to the evening entertainment





dbr tasted

Mike Townsend is no relation to Pete but rocks just as hard

sdfagjsdbnajoknsdfagjsdb-  
najoknsdfagjsdbnajokns

These guys are definitely old enough to know better!



experienced at a GP – although without the drunken idiots clambering on the beer tent.

These are family friendly events which flow well for one main reason – they are run by ex-racers who understand what is needed, in addition to what family riders want. They also certainly know how to prepare a track and run an event as model hosts that others should experience themselves. For the competitors clear paddock announcements made it easy to be where you needed to be while spectators were kept in the loop by retired racer Rob Kinsey.

Just a few good men – along with their wives and daughters – stage these events throughout the year across the UK and perhaps the majority

being so dedicated to their Chairman Darren Hudson makes all the difference. It's like 80 per cent of the work is done by just 20 per cent of the club but again it makes a difference when so few work so hard to make everything right.

The event concluded on Sunday with a King of the Castle race for the top six riders from each class who competed in the bonus race for the title elect. Alex Rach was unbelievably slick from the moment the gate pin was pulled and was crowned the new King of the Castle although Over-40 class entrant Wayne Butt certainly didn't embarrass himself and gave chase to the very end to finish as runner-up.

Without a shadow of doubt it has been the

most enjoyable weekend of my racing year so far this year. I don't think it is just my age or passion for the bikes I grew up with that made the event so memorable – it was more about the easy going and social elements of the event merging with brilliant racing.

It's funny to think that our history can brighten up the future and yet these events need supporting before they vanish. It's not just about winning – it's more about who you ride with. Slow or fast makes no difference to this community but ask yourself this – how many former world champions were at the meeting you rode at last weekend? They seem to know where the best times are to be had...



# FORGET IT!

## WHY LEARNING TO FORGET WHAT YOU'VE LEARNT CAN MAKE YOU A FASTER RIDER...

WORDS BY FRED RADLEY PHOTO BY NUNO LARYNGITIS

**O**ur personal values are what drive us and motivate us to do what we do which in turn create our beliefs and behaviours. It's common to find that a champion's highest two values – the ones that are most important to them – are winning and having fun.

As we have discovered so far with the Peak Practice articles, setting goals is really important because it gives us motivation to move towards something. If that something is to finish 10th in a specific race and you do, then that is a win because you've successfully achieved your own goal and victory taste sweet and you want more of it because it feels good. Your unconscious mind has a number of jobs and one is to make you feel good with its highest intention on keeping you alive because your unconscious mind enjoys serving you and being around! The value of having fun goes along with these purposes and allows you to be relaxed and get in the zone which is required for achieving your very best performances.

As a motocross enthusiast and racer you are involved in an amazing sport that produces the zone so easily. There are rules and a goal (all competitors start behind a gate, race for a certain period of time and the goal is to finish in the highest place possible) and it is these restraints that create a rider to get so involved in their racing so that there is no room for the random, hectic chaos of every day thoughts to get in the way – just total focus on the job in hand.

The skill of controlling your bike as you ride as fast as you can is impressive regardless of your speed and to save the bike from crashing – to regain control after a front wheel landing or a swap from one side right across to another is heroic. Pushing your performance beyond existing boundaries is a lot of fun and can be most addictive.

So what happens along the way when things seem to stop progressing, you get stuck in a rut or you become inconsistent and plagued with bad luck? Have you experienced holding yourself back and not giving that extra bit that you used to have or know that there are certain skills that you are no longer willing to give 100 per cent commitment? Perhaps you've experienced

something that hurt or scared you, maybe even seen something significant that made you shudder to your core.

Things like this come along every now and then and for some people it's like 'yeah, whatever'. For example, when Cairoli crashed in Portugal his response was 'did you see that? Wow, it was spectacular' while for someone else it may have been 'I saw my life flash in front of my eyes and it terrified me'.

As Cairoli walks off laughing and starts focusing on winning his next race, the other person without consciously knowing it makes a decision. The unconscious mind may say 'hmmm, now if that happens again I could get really hurt so I'm going to hang back and just take it a bit slower so that we are safer and avoid getting injured'. That's when a limiting belief is created.

The problem with limiting beliefs is that they have a tendency to become generalized. So if you crashed once because when you were racing you hit a rock that was buried just under the surface on a fairly small tabletop that you've successfully jumped 10 laps in a row and it causes you to crash then the unconscious mind sometimes makes the generalization that this is the same for all jumps.

As an unconscious decision, the limiting belief is left running and unless you consciously become aware of it you might not be able to learn what is needed to let go of it. So, just imagine you had crashed when you had only just started riding and by doing that created a limiting belief that meant that five years on you still felt hesitant when it came to jumps – even though you race in the experts! The generalization that you can't do a specific skill might have been created when you could only just ride a bike, under a unique set of circumstances – a total one off.

So, what if, just for one day, you let go of all your excuses, let go of all your fear and limitations so that you are naked and vulnerable, open to ridicule in the face of failure and you take some deep breaths, summon up great courage, willpower and commitment to jump a little higher, go a little faster and grow to be a little stronger – just enough to push yourself over your old boundaries and into the exciting realms of the unknown... You gotta love motocross.









# COUNTING THE COST!

*THE RPM CREW ADD UP WHAT COST WHAT AND WHATNOT...*

Words by **Rob Bayman** Photos by **Andrew Walch**

**T**he clock keeps ticking in the workshop and yet again time has gone nowhere although the fruits of our efforts are apparent with three brilliant phoenix bikes raised from the ashes. Each appraisal has been different with high, medium and low budget revivals and the surprise being that throwing pot loads of money at a bike that has little resale value is simply not worth the cost or effort from a profitable perspective. Of course, the value of anything glorious drops the moment the wheels turn in anger but you are able to race with a budget of £1500 for a bike providing you have transport, kit and a license.

Glamorised by TV many programs go overboard on how cars in particular can be recovered and traded up to invest the profit in the next project until they get to a £30k supercar from a £500 start. Well get real guys, it is possible when you have the possibility to get lots of freebies and we make no secret that certain suppliers have been beyond generous to us – DEP, Ci Sport, RaceFX, Michelin, Apico, Renthal, Venhill and MXM for example – and have supported DBR through many projects but no liberties are taken. In fact, most of the financing comes from our own pockets and so it should as we own the bikes but the industry is kind to us

and I try to be devoutly loyal, rarely swapping brands without reason.

In cash terms from our own pockets alone the KX-F stands at well over £3000, the YZ an astonishing £900 and the KTM just £600 although I did buy the bike for £2500 in late 2004. People can make money on the bargains if they buy a complete running bike cheaply enough but the trade struggles as overwhelming costs drag it to its knees. So we already learnt the value in the DIY was at entry level, which is good because it supports the trade rather than robs opportunity from it but it's down to the pleasure you get in return from the finished bike.





*The finished KX-F is a very different looking beast compared to what we started with*



## KAWASAKI KX250F

2008 model KX-Fs are not the best year to buy. It was the evolution term for Kawasaki with many parts unique to models between 2006 and '08 dramatically narrowing opportunities for the pre-loved bargain parts beyond generic things like tyres and sprockets.

The transition for Kawasaki took a pioneering Japanese 250 four-stroke and developed it massively into a brilliant bike for 2009 and later models. Our KX-F fell right in the development era and as we had already said if you know of a better '08 KX250F than our finished model then that's some trick bike you have.

It is however the bike that nearly recovered Andrew's own desire to ride from what was meant to be a mere conclusion to the project. I had asked on its completion if he wanted to sell it and how much, then I asked again after he had ridden the bike. Last week it wasn't for sale and then this week it is!

Andrew finds the bike great to ride, describing the power delivery as linear with no interruption or hesitation and it purrs away and climbs hills like a



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mountain goat. For a light rider, the suspension feels a little undersprung at the rear but its cornering ability compensates any flaws. Oh, that's providing you shut off and brake on the fast entry hairpins as Andrew discovered with an involuntary freeform flight to a high scoring faceplant. Bike error? Certainly not! The bike gets a full rating for power and performance and as we say is for sale this week but that may change next week!

## KTM 450SX

I remember someone quoting back to me a line I wrote many years ago when I suggested there was no substitute for a gaping hole down the middle of the engine – I was naturally relating to the bore and capacity. The KTM is an open class or by its current handle an MX1 bike so by virtue she is fast – in fact stupidly so.

Noticeable over its Japanese rivals, the long stroke of the KTM delivers a shock wave through your entire body on each stroke it fires in the low revs and definitely where the term thumper came from. Once in or beyond the mid-range the thundering jolts become less noticeable as the motor turns into a power house. Little creates issue to interrupt the moving mass other than a failure to turn tightly – a characteristic KTM have engineered out from the old rake geometry. I did find that just about anything can turn inside me unless I find a railing berm to follow – even the QE2.

Comfort is a bit different, the firm seat suits me but is not to everyone's taste. The high Windham-bend Renthals I fitted finally give the sensation of being stable on the bike. I recall a constant feeling of being ready to bail over the front with the standard bend bars and so the higher bars improve both control and confidence.

There was a time that I raved over Nissin brakes but now favour the Brembo items over the American Nissin items. Yes that was a surprise wasn't it? Nissin sounds Japanese but their products are actually made in America.

With just about everything on the KTM serviced, its full face lift and posh new LeoVince tail pipe it has more to offer than I will ever need from a bike and that one is definitely not for sale – this week or next unless the offer is stupid (is an offer of a fiver stupid enough? – Suttly).

I used to ask the pro riders of the team bikes I prepared 'were they fast enough' and 'could they win on this bike'. There were so many answers in just two questions. The fact is that I could not win on this bike although the KTM is fast enough and rides well enough. In the right hands it could win!

Everything is for sale at a price but would you want to pay over the odds for my KTM? No, I didn't think so. I think the KTM and PS3 will serve me for the next couple of years for the occasional race and regular practice at Cefn Parc.

## YAMAHA YZ85 BW

The relic of the bunch is actually the most current in specification and YZ owners can interchange many parts between years. Parts are plentiful from Yamaha and the price is not bad from the manufacturer probably due to lack of R&D costs into later models. The CRF150 captured the 85 market with something that looked like a downsized version of its big brothers the CRF450 and CRF250. Now the older CRFs are showing their teeth, the reality of the cost of recovering a worn out four-stroke motor turns interest back to the little two-strokes yet again.

Its owner, young Dan, says he certainly doesn't wish to sell the bike. He stopped riding competitively at Auto level and is currently enthused by riding again, possibly due to the immaculate condition of the YZ's recovery. It would be unfair to look for too much feedback from Dan about the bikes capabilities as he only recently returned to riding, so the option was for Andrew to ride it and see what kind of punch it packed.

The delivery is almost switch-like, yet before the little screamer gets on the pipe, she is a bit flat. But remember that's when its pulling twice the weight it was designed to. Once on the pipe she pulls like a train. With a fast kid onboard it will almost hold its own with the bigger bikes which makes it less of a surprise how kids adapt to the 125s or 250Fs so easily. She is a true thoroughbred racer.



*Considering its age the KTM looks amazing...*



*It took just under a grand to get this YZ85 back in tip top condition*











# *PRINCESS* **LALIA!**

*SHE'S THE OFF-ROAD SUPERWOMAN WHO  
HAS DOMINATED WOMEN'S TRIALS FOR A  
DECADE AND IS NOW TEARING UP THE  
ENDURO AND RALLY TRAIL...*

Words and photos by **Future 7 Media**





**I** think I could continue winning in trials for some years to come, if I maintained my training. I haven't stopped riding trials completely – I've just started riding enduro and rally as well in the last few years.

"My motivation was never just to win as many women's titles as I could in trials. I wanted to compete against the men and in this respect I think I reached my maximum level. So, that's why I looked for something new – for new motivation, new challenges.

"Trials has changed a lot in the last 10 years. In Spain it used to be very popular, the riders were quite famous but now it is going down.

"Maybe it's because of the environmentalists that we aren't able to ride in as many places. But for whatever reasons it is now harder for riders to earn money riding trials. Maybe the top six or seven earn okay money but after that you have to be doing it for the love of the sport not because it is your job.

"It's difficult to say what can be done to

improve the sport. The FIM have tried many things so I don't think it's an easy thing to fix. The big difference between the riders at the top of the sport and some of the younger riders is very big.

"It is so hard for some of the good, young, riders to reach the top. With less support and money around it makes it even harder to close the gap to the top. The guys at the top are well supported and already have the experience – the younger guys can't match what they do. It's getting harder and harder for young riders and that is having an effect on the sport. I hope to do some more competitions but I am not sure when. I would like to do the world championship again but that certainly won't be this year.

"Looking for new challenges outside of trials has allowed me to compete in the Dakar rally – it's an event I loved and have dreamed about competing in since I was a small child. The best thing about the Dakar? The end. I remember that I was crying for the final 10 km the first year I rode because I was so happy. Knowing that

I had got to the finish was just so special.

"Everything about preparing for Dakar is difficult. It's maybe a little harder for me because I only have four months to get ready, because of all of the other stuff that I have going on during the year. Last year I didn't have any practice using a road book.

"The last time I used a roadbook was the previous Dakar. At the start of the event that was tough and it took me some time to get used to it again. I train very hard physically during the four months I have to prepare. I focus my training on endurance work.

"My decision to race Dakar was exactly that, my decision, not because sponsors wanted me to. It was not only a career goal but also a dream come true for me. I was about seven when I first saw the Dakar on TV so to finally be able to compete in the event was incredible. Dakar is so different to all other motorcycle races I've done. I have raced many days in enduro that are harder than one day of the Dakar. But in Dakar you have to be okay for 15 days with little sleep.





After starting the year on KTMs Laia switched to Honda power mid-season

Sick trials skills have made the move over to enduro easy for Laia



## LAIA ON...

### ROAD RACING

"I don't have the same passion for road racing like I do for off-road. Road racing is very big in Spain but I also think it is too late for me to try it. I love motocross, it's great to watch, but again I think it is too late to learn. I am not good on jumps so I would need to get a lot better if I were to try racing it – maybe in the next life!"

### CAR RACING

"I raced in the Spanish Enduro Championship last year in a Renault Clio. It's just for fun. In the future I would love to race cars, so I did it to learn. This year I will race some car rallies. They will just be regional races, to learn how to drive with a co-driver."

### HER MOST SATISFYING MOMENT

"There have been many so it's hard to select just one. There were many moments during trials, winning World championships and also in the junior class against the guys. But I think the first time I finished the Dakar, that was the best feeling in my career. It was an incredible moment for me, something I will never forget."

### THE FUTURE

"I hope I can spend many more years racing bikes, if I can stay away from serious injuries. I'm not thinking too far ahead at this moment."



"After the first week things get hard. You ride many, many hours, you don't eat very well, and you don't sleep very well. Mentally it is very tough. Any spare time you have is spent preparing your road book."

"Winning the women's class at the Dakar got me much, much more media attention than my trials titles. I imagined it might be like that but I could never imagine just what it was like. I was a 10-time World Trials Champion but to many people in Spain I am the 'Dakar girl'. I find that strange but it's great."

"I have many special memories from Dakar. Reaching the end of my first Dakar, the second Dakar I remember when my team-mate crashed – that was a bad moment. In the third Dakar I finished 12th in one stage which was an amazing result for me."

"Also, to finish the 2013 race after everything that happened was special. I was outside of the top 100 [she placed 39th in 2012] so the overall result wasn't great but to finish was amazing."

"Experiencing Dakar from the inside is >>>





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After winning a world championship with Gas Gas many people were surprised when Laia split from the Spanish manufacturer



incredible, almost indescribable. Dakar runs over 15 days and a lot happens during that time. It feels more like three months when you are in the competition. It's so intense.

"You build some very strong relationships with other riders. After three or four days you generally spend your time around the same riders. Everybody helps as much as they can. You feel bad when someone has a problem because you know how hard they have worked. It's a very special feeling inside the bivouac.

"I have three class wins now but I have no plans to stop. Maybe I will race another three years on a bike, maybe more, and then hopefully race in a car. I don't know what bike I will race yet. The Honda I race in enduro is a private bike, nothing official. I'm working to try and find a good deal for next year's Dakar.

"I've really enjoyed racing enduro. I have had a lot to learn still, especially on motocross tracks but focusing on something other than trials has been really rewarding. This year has gone really well but I think I enjoyed last year more. I had a big fight with French rider Lulu Puy, I really enjoyed the close competition. After two seasons I'd reached the level needed to fight for the title.

"Some people don't think the women should

race in the world championship but I think it's right. At some races it's possible to do the same track as the men but at others some of the girls find it too hard. It's difficult having such mixed levels of ability in the women's class.

"I know that there is a strong women's class in the European Enduro Championship but in the Enduro World Championship we have the factory teams, the possibility of support from the factory teams and also the media.

"I think we need more time to let the women's enduro scene grow. In trials it took some time for the girls to find places with the teams. My dad was buying all of my bikes in the beginning, during my first three titles. Now there are three or four factory-supported women riders.

"I look forward to having more competition. I look at the times of the Enduro Junior class riders now, and see if I can get close to those. I need to improve a lot on the motocross tests, and then I think I will be able to do better.

"Enduro left me with one of my worst injuries – a badly broken toe. The bone came through the skin and it was incredibly painful. But finishing the race in Italy last year helped me win the women's title in 2012.

"The toe isn't perfect, I maybe need one more

operation. But it's not so bad. I had to stop for four months and was very close to losing my toe. I feel lucky that didn't happen.

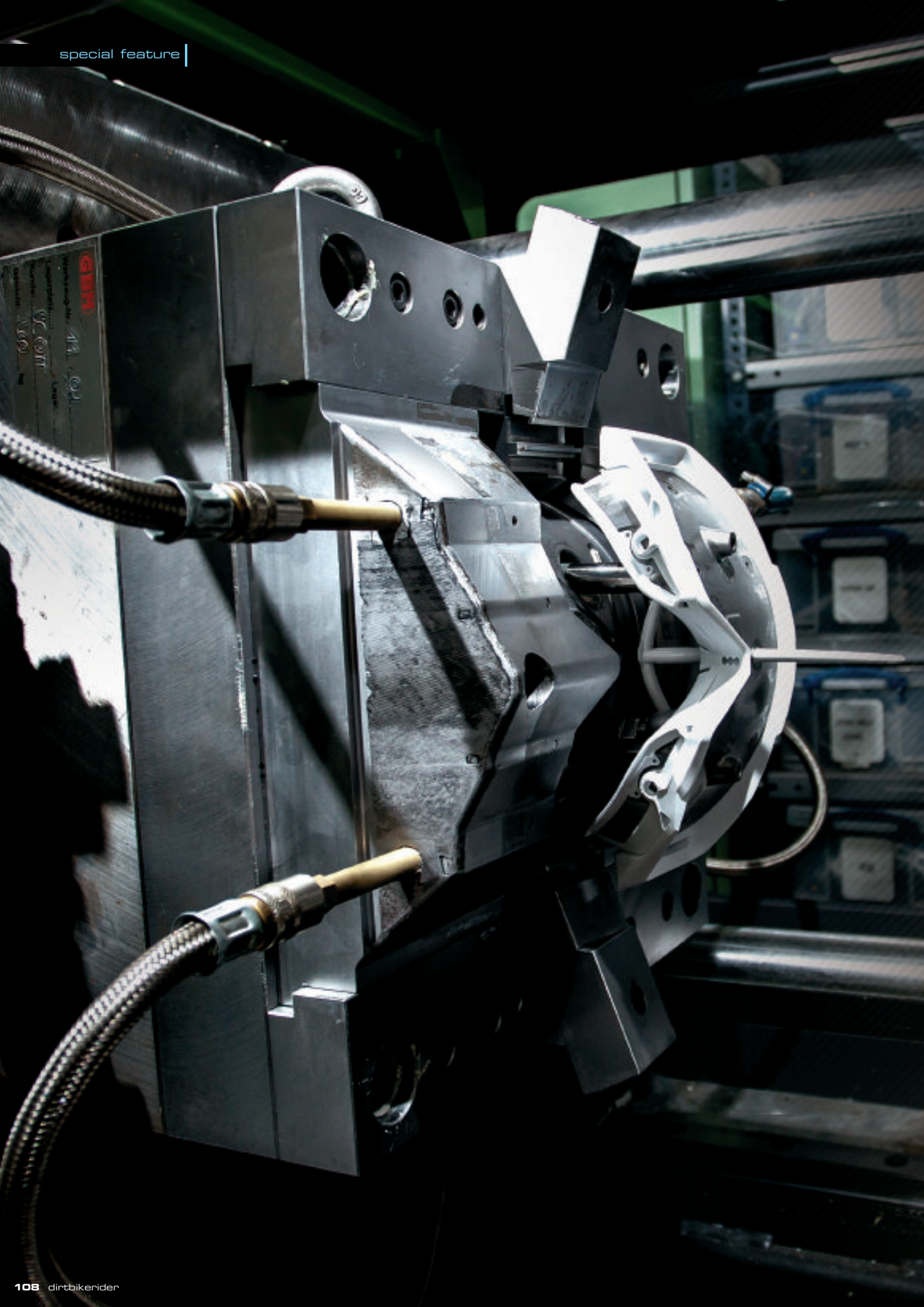
"I would love to try some of the Hard Enduro events. I would like to go to Erzberg. Maybe next year I will race some of those events. But it's difficult to find the time – I have so many things going on, like X Games.

"The X Games experience has been great. It's very different to me because in trials and enduro you compete alone. I've not done any motocross before so it is a very different to what I am used to.

"Brazil was great for me – for a trials rider. In Barcelona the track was too fast for me – I am not that good on the jumps and the faster sections. I crashed in the first turn but still managed to win at my home race. Winning in both Brazil and Barcelona was great. I hope to do more X Games events and hopefully get some more wins.

"What is my plan for the future? I don't really know exactly. There are so many races I could do, but I have to try and prioritise. The first goal is Dakar, then we will see with enduro, trials, X games... there are a lot of races for me to choose from. I would do them all if I could."







# WINDOWS TO THE WORLD!

HOW SCOTT GOGGLES ARE MADE...

Words by Adam Wheeler

**W**hen Scott offered to take us for a tour through the creation process of their peerless motocross goggles it came as something of a small shock that it would involve a trip to Mattighofen in Austria. Most of you will know the quaint and small town is virtually orange in flavour as the central HQ for the burgeoning KTM realm.

It seemed almost incredible that Scott's European manufacturing plant could actually be based in the same hamlet that houses just 6000 people. Sure enough we roll past the WP Performance Systems factory, glance across at the empirical KTM race workshop, ignore the vast production plant and bend around the corner to tip into a modest sized GBM building of 120 people (50 per cent of whom are Scott employees) housing some of Europe's masters in mould fabrication with almost 40 years of experience.

Around 700,000 goggles a year can be forged from steel casts and injection moulding and pass along an impressive line of construction steps until they are boxed and arrive neatly in your local shop. At the GBM facility around 70 per cent of their yearly output ends up on ski slopes while 30 per cent line the front of motocross lids. As we come to find out the technology between the eyewear is actually quite similar with the MX

lens more focussed on high impact material whereas for 'boarders it's more optical.

So why are we here? Well, Scott have just unveiled their 2014 collection that involves a catchy new Oxide theme and refinement of their formidable Tyrant goggle that has to rank as one of the most effective on the market thanks to RAM air, a patented Fit system, secret ultra-strong strap fixing and a new Grid roll-off application.

The brand is endorsed and evolved by the likes of the Pro Circuit team, Tommy Searle, Clement Desalle (who both obviously saw each other well-enough to bang-bars at the recent Grand Prix of Finland), Max Nagl, Trey Canard and more.

Although Scott is a vast company with a famous name in bicycle products, skiwear and general outdoors pursuits, their motorcycling range is also comprehensive. They offer head-to-toe apparel for motocross and off-road and alliance with the likes of Leatt Brace mean that they are studious and serious about what their products can offer and how they function.

With brands like Oakley providing their mega-priced but resilient Air Brake MX and 100% also setting a stylish and effective pace in a crowded industry, Spy, Smith, EKS and even world champion Tony Cairoli launching his own Neox product soon, Scott somehow still seem to be able to offer something different – their 2014 Grid roll-off system

being a case in point.

"For us it is very important to come up with innovative technologies," says Optics Product Manager Lukas Laedrach. "We are trying to work out how we can bring something to the market that is beneficial for the rider – as much for the regular user as maybe a professional. Most consumers still go for the look, so they are prepared to buy lower quality for low cost and that is what we are competing against on one side. This is why we want to focus on the approach of the technology first because anybody can do different shades of blue and green."

If you look carefully at a set of goggles then – at base – it is quite a simple product. However as you can imagine there is a tremendous amount of investment and research that goes into evolution of a new model. This is part of the process of providing quality ware and part of the game that Scott find themselves inside due to their determination to continually 'shift the bar' when it comes to excellence.

"We always want to offer something additional aside from having the basic lens, frame and strap and give the customer the feeling that he has the ability to control a lot of different features," Laedrach explains. "On the Tyrant we've just developed a plug so the air intake can be changed and this came from the rider's feedback for a wish to have some say on the extent of the ventilation."



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# HOW IT'S MADE!

## SCOTT'S PRODUCTION PROCESS...

The physical journey for some of the softest, most flexible, most comfortable – but ultimately toughest – pieces of kit you are likely to use on your face (on a bike) begins from a 300kg lump of steel...

### THE MOULD

To make a goggle frame from heating and liquidising a bag of brightly coloured pellets (they look like rice) first you need something to squirt that goop into. This is where the mould comes into play. Essentially it is a multi-vented 'hole' – the shape of the goggle – inside an immense block of steel.

The whole process of shaping this mould of Scott's new product begins when the company sends GBM advanced 3D computer files. Managing Director Georg Glechner then reveals what his team does next...

"After we get the documents we start to build the virtual steel mould and that can take three-four weeks of preparation and construction on the computer. Then for the actual mould there are around five-six guys working together to finish all the parts and that can be three months."

The mould is a complex beast but it is arguably the most important and expensive chapter of the story. While it is clear that the 'hole' is the goggle frame, all around that outline are vital nooks and crannies. It is like a big stuffed sandwich with layers, gaps and components.

"We need a water channel for the cooling system so that means dividing the steel in different steps," continues Glechner. "The steel block is ground down to 1000th of a millimetre to refine it. There are moving parts to help make the spaces in the goggle frame. We have complex discussions about length, position and angles of entry but we have thirty years of experience of building goggle frames so we know pretty much what works."

"A mould has to be highly precise and to withstand 400 bars of pressure. It also has to be completely sealed and compressed very tightly. There is no room for the slightest imperfection otherwise the goggle frame will be useless."

"The goggles we are making now would have been impossible five years ago because of the complexity and the combination of materials. A mould can cost around 50-70,000 euros but can cost up to 200,000 for the full line-up – like a ski goggle frame."

With all that chiselled metal helping to form thousands of goggles each month the mould certainly serves its purpose but what happens once a design becomes old and obsolete? The most obvious solution would be recycling. Amazingly the cast goes on a shelf to stand the test of time.

"After use moulds are sealed and stored against oxidation (rust) – so there is a lot of pre-and post-work for goggle frame production. These are expensive moulds. We have an archive of around 6000 in a huge room – basically 30 years of Scott goggles."

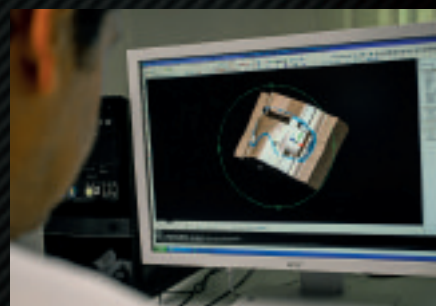
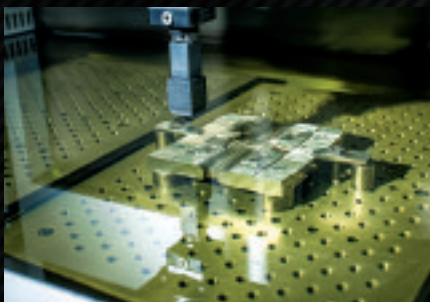
### THE RESIN

We walk into the next chamber where five giant machines house the moulds and are busy with the resin liquid injection. In the corner is a huge barrel of the pellets and then a large container rack of what seems like every colour in the rainbow. This is where the resin is warmed and squirted into the mould and the machines are operated by hand.

The resin 'rice' is passed through a melting process up to 220 degrees so that it becomes liquid and is passed through the machinery – that can be brought from any manufacturing specialist but are obviously calibrated for GBM's own use – to make a goggle frame every minute of an eight hour working shift. The still-warm frames (they pop out with a temperature of 40-50 degrees) are removed and stacked by the machine operators.

The 'rice' itself is PUR – a polycarbon high aggressive resin – that Glechner claims is "more or less impossible to destroy". "We actually use different type of resin to make harder or stiffer goggles and we experiment with compounds," he adds. "Sometimes for racing you might want a harder base. We know the resins well and what we need to make a product that flexes well in one area of the frame and is very rigid in another – like the nose guard section on MX goggles."

A specific colour of a goggle frame is achieved by the creation of a sample by GBM from the palette given by suppliers and is then sent to Scott to sign-off. Once the injection machine has done its work, line-up-on-line of new goggles are ready for the paint room.





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photo courtesy of Anthony "Sutty" Sutton, DBR



## PAINTING

For me watching the application of a design was one of the most fascinating stages of production. "We use a process called Water Transfer Decoration," says Glechner. "So printed films are placed in a tank of water and six goggles – at one time – are dipped and coated. A water stream then washes away any unwanted film."

It all looks a bit haphazard as the film – with the Scott approved livery floating uneasily – dangles just under the service of the liquid and the dipped goggle frames 'grab' the design like a lolly pop would gather feathers from a cup. Glechner confirms the general lack of ultimate precision and the first sign of a little unpredictability in the fabrication of the goggles. "It means every Scott goggle is pretty much unique," he says.

After a five to 10 minute drying period there is a stage of high pressure washing and then more drying before clear-painting (varnishing). "In an eight hour shift we can paint between 5-600 frames," states Glechner. "Those in single colours, without any design and need for the Water Transfer Decor are made direct from the resin and then clear painted and sealed."

## THE FOAM AND THE SECRET

The small pieces of foam and fabric around the frame used for ventilation are applied by an assembly line of workers. The five ladies we saw at their stations can do around 300 goggles per working day and products like snowmobile goggles use slightly different anti-wind material.

After that we enter the first of two secret areas where no photography was allowed. The confidential zone contained two more women working with a dipping solution for the face foam and Scott's impressive three layer system. The guardedness comes through Scott's method of manipulating the foam efficiently and they insist it is one of the ways in which they can obtain their desired level of quality.

In short, the fabric is glued and then pushed onto the goggle by hand and has to be done this way because of the flexibility of the frames. "It would be very hard to do this with automation," says Glechner. "You can only use a robot on solid parts of the product and it would take much more time to have the frames lined up exactly perfect on the machine to ensure the correct quality."

## THE LENS

The Scott goggle is now halfway to completion. At the back of the factory there are three people working two different kinds of machine. A pair of workers are pushing strips of plastic through a hole and punching out motocross lenses at a rapid rate. A third employee is filling two streams of concave ski goggle optics into a bigger contraption where a drill is creating the more advance shape needed for that particular item.

Behind the motocross 'punchers' are high piles of large Lexan sheets with each screen dipped in a special solution to apply Scott's anti-fog treatment that coats one side. The clever stuff works by absorbing moisture to a specific level. This is where the goggle air vents help to keep the temperature regular and lens clearer for a longer time. The other side is treated with a scratch resistant formula.

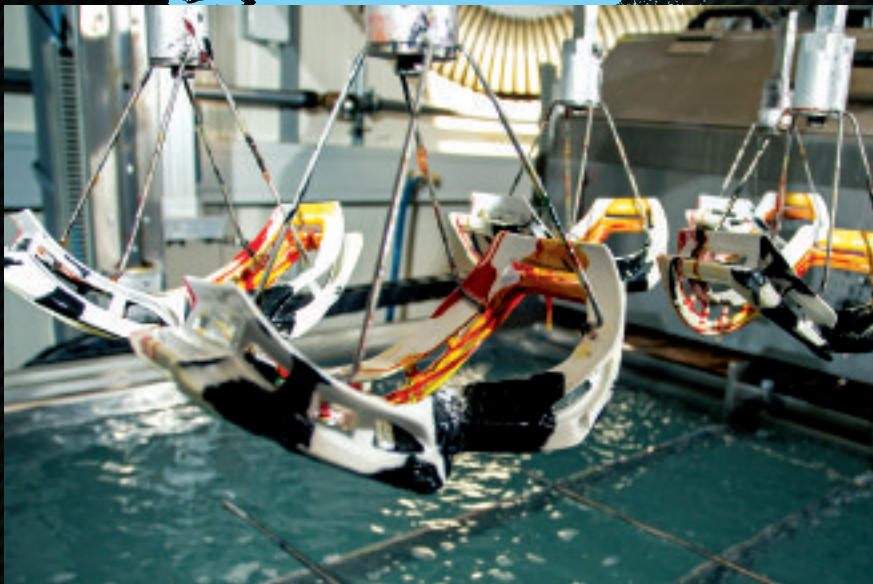
"We make more or less 20,000 lenses per day for the motorcycle goggles because the punch press is a fairly simple process," says Glechner. "The shape of the lens is another part of the original mould creation. So we have to make that as well as the outline for the liquid injection."

Only 600 ski lenses are knocked out of the cutting appliance per day in a far slower rate of execution and the spherical nature of the material means it would be ineffective for MX where items like roll-offs and tear-offs need to be considered. Scott also show us the dual lens goggles made for snowmobile or rally conditions for even more protection.

Around the corner two ladies are snappily fitting the lenses. They preheat the items slightly to help with bending the frame and lens into place and it is quite staggering to watch them complete an installation in less than ten seconds.

During our visit we are also privy to the first run of the Grid roll-off. It involves a thin rectangular screen gripping the roll-off film onto the lens and therefore lowers the chance of any dirt, sand or crap getting underneath, or the film splintering off in the wind. A ratchet in the pull system keeps the roll extra taut. "This exclusive concept has been created after two years of development and feedback with top athletes like Nagl, Desalle and Tixier and we really think it will be something special,"

comments Sales, Marketing and Promotion Manager Matt Lalloz.





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## THE STRAP

Almost floor to ceiling shelves house a myriad of colours and designs for the straps. This is the second area that is off-limits to cameras. The reason lies with the fixing and fastening method of the strap to the goggle. It is a plastic 'clamping' process that Scott say is much more tougher and reliable than stitching.

Two large windowed appliances gobble reams of strapping from large drums supplied by Austrian and Italian companies and two forms of material with the single colour blocking on embroidered fabric and then a more intricate shiny strap permitting almost photo-quality imagery.

The fully automated and unique system for cutting and application of the plastic resin on the end of the straps mean that this room is the worldwide hub for production and boxes are air-shipped out to the USA on a regular basis. Glechner remarks that two million straps can be made here depending on the season and it is easy to believe him as the machinery incessantly winds, cuts and applies it magic.

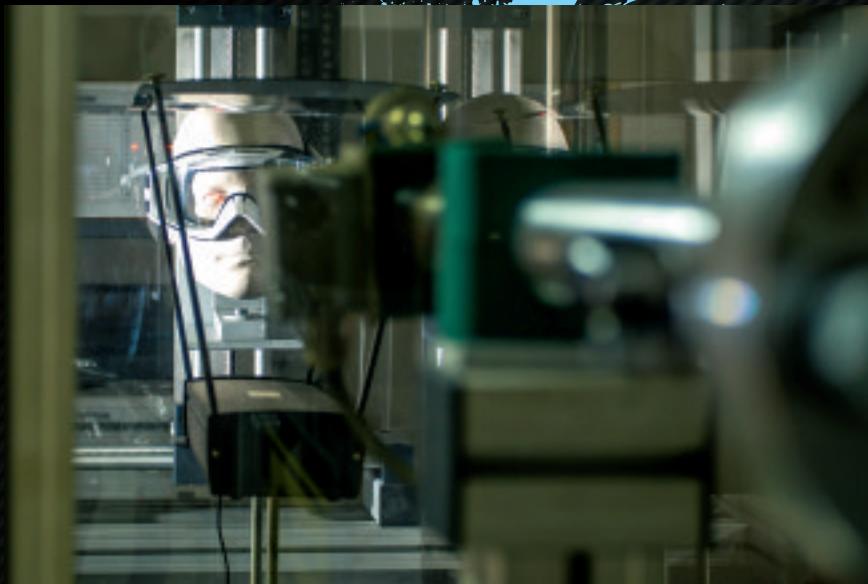
## THE TESTS

With the goggle now all but ready for labelling and boxing the final two test procedures remain. One involves a laser being shined through the lens to measure optical clarity – how well you can see – and the other, more dramatically, entails firing a 3mm steel ball at the lens from a Co2 laser-guided gun at 112 metres per second.

"We fire at 112m but the norm is just 60 for street visors and 40 for motocross so test is done at the double what is required," says Glechner. At first it seems a bit odd that a street visor regulation would be higher than motocross bearing in mind the amount of earthly properties that are thrown up at your face while off-road. As Lalloz rightly points out however if a stone flicks up at you while on the road it is likely to be coming much faster. We watch a demonstration and the 3mm ball makes a submerged dent in the lens but doesn't break it. This firing benchmark is carried out when new lens material arrives at GBM and then again when a goggle is taking from a production run in the final stages so that documentation can be logged and kept.

On the other side of the room the Optitester is configured to US and EU regulations and consists of five samples an hour – so 40 per day – placed into a small box where a laser is passed through both left and right areas of lens to measure distortion, disorientation, clarity and UV. "We are always looking for a 'Class1' standard although the EU regulation is okay with Class2," offers Glechner. "Class1 means almost no distortion – like a lens for normal glasses." The lens we see tested comes up with a high Class1 mark. "This shows the quality of our suppliers and the finished lens," says Lalloz who also points out that the material is stamped on one side to show which is the anti-fog – a small but useful detail that again separates Scott from cheaper and less thoughtful competitors.

With the control stage over the active lifespan of a fresh Scott goggle is almost ready to begin. The birthing process has been rapid even if the gestation takes quite some time. "I would say from design to finished production of a new model can take one year, usually two," concludes Glechner. "It depends on the difficulty of putting all the components together. Goggles today now have additional elements and there are many attributes and features of goggle frames and lens technology. It is more complicated but at the end of the day a much more advanced product."





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# RAGE

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**ELITE TROOPS!**  
THE EYC SERIES HITS HALFWAY

**JED ETHELLS!**  
MR PINK HELMET HIMSELF

**MASTER BLASTER!**  
CHARLIE HEYMAN WINS BIG IN FRANCE

**JACK KELLY**





# ELITETROOPS!

WITH FOUR ROUNDS DONE N' DUSTED WE CHECK IN ON THE EYC TO SEE WHAT'S WHAT...

**W**ith the series already past the halfway mark the Red Bull Elite Youth Cup's ongoing mission to give wings to the next generation of motocross stars is ticking all the right boxes with some terrific talents showcasing their skills on the national stage.

Up in the Rookies – the final step before the transition to adult pro racing – the eagerly anticipated battle between James Harrison and Dan Thornhill didn't disappoint across the first two rounds with the pair trading race wins at Landrake and Weston-super-Mare.

Initially it was Harrison who held the advantage but a shoulder injury sustained before round three meant the 2013 AX champ was off his game and Thornhill – last season's Rookie runner-up – capitalised. With Harrison still suffering in Whitby, where series debutant Glenn McCormick took the overall, Thornhill kept it consistent to build a 36-point lead heading into round five.

The fighting in the BW85cc class is equally as fierce as in the Rookies and following a similar path with North Easterner Jay Hague winning the first two rounds before suffering some tough luck and slipping back into the grasp of

Mitch Lewis. The 15-year-old from Kent held a slender one-point advantage going into his home round at Canada Heights but this is by no means a two-horse title race and Jordan Eccles, overall winner at Whitby, is only 41 points off the lead.

Charlie Cole missed out on the overall win at Landrake in the SW85cc division on a tie-breaker with 2012 65cc champ Tom Grimshaw but fired back with weekend wins at Weston and Culham to establish himself at the top of the table. He saw his lead slashed at Whitby as Dylan Woodcock topped the podium but with three rounds to run the 12-year-old Hampshire racer is still 30 points ahead of second-placed Jed Etchells.

Possibly the most competitive class of the lot, we've seen four different 65cc overall winners from the four rounds run so far. Gary Ashley kicked the season off on top and still holds the series lead from Jack Carpenter who has yet to win a weekend but has been super-consistent to stay within 13 points of the red plate.

The other winners have been Kacey Hird who missed round two before winning at Culham, 11-year-old Lewis Hall who won at Whitby and Weston winner Rossi Beard who was AWOL last time out.

The Rookies blast off in Whitby



Lewis Hall tears it up at Whitby

# MASTERBLASTER!

CHARLIE KICKS BUTT AT THE MX MASTER KIDS RACE IN FRANCE...

**W**ith over 650 riders from 25 different nations attending this year's MX Master Kids event at Commercy, France was one heck of a race meeting. This was the 11th running of a competition which has become a firm favourite. "We have all had a blast," says proud parent Marc Heyman. "The weather has been great, the racing was even better and I'm definitely doing it all again next year." And Marc has plenty of reasons to be cheerful as nipper ripper son Charlie topped the British points scoring effort. In an incredibly tight finish Team GB finished in second with the mainly French MAC 1 select team scoring best.

Over the course of the three day meeting Charlie H never missed a single beat winning in true style every heat entered and ultimately Charlie was

crowned king of the Autos. In fact it's hats off all around to the Autos as towering back-up coming from Jaygo Beastly (individual third), Harvey Cashmore (fifth) Callum Murfitt (sixth), Freddie Wyard (seventh), Riley Stesel (eighth) and Tom Miller meant as a group they performed best.

In other sections manful sized points scoring efforts headed by Mitchell Lewis proved key – Mitchell went 2-2 in 85cc qualification and then ran second in his Sunday gold final. Dylan Spencer went 5-5 qualifying with plenty in hand and then finished his final in a fighting eighth place. Ethan Winchester took a solid tenth in his 85s final as Ike Carter and Tyler Rowe ran 11th and 13th respectively in their 65 gold race finale. Noteworthy performances also came from Bobby Bruce and Troy Willerton. Well done boys!

## SERIESSTANDINGS!

### 65

1	Gary Ashley	713
2	Jack Carpenter	700
3	Lewis Hall	688
4	Ike Carter	596
5	Reece Martin	548

### SW85

1	Charlie Cole	735
2	Jed Etchells	705
3	Tom Grimshaw	686
4	Dylan Woodcock	650
5	Harry Kimber	603

### BW85

1	Mitchell Lewis	721
2	Jay Hague	720
3	Jordan Eccles	680
4	Albie Wilkie	637
5	Joe Jefferies	605

### ROOKIES

1	Dan Thornhill	734
2	James Harrison	698
3	Rob Davidson	647
4	Matty Callaghan	631
5	Ollie Osmaston	614



## SPOTLIGHT ON... **JED ETCHELLS #7**

**DOB:** 17/9/00 **HOMETOWN:** BRAAID, ISLE OF MAN **SPONSORS:** **HARDCORE RACING, MUK JUNKIE, GAERNE, FULL THROTTLE CUSTOM GRAPHICS, ISLE OF MAN STEAM PACKET, ISLE OF MAN SPORTS AID, RACE FX**

**A**t the outset of 2013 Rage strongly tipped Alexander Brown and Jed Etchells to be among the favourites running in the SW85s. Unfortunately Browny went down with injury and due to a few mechanical issues which cost him points early doors this championship term didn't start in the best possible way for Etchells either.

As a result catch up has been the name of the game for this 12 year-old Manx flier and currently Jed's playing this game quite effectively. Both the ACU British Youth Nats and the Red Bull EYC series have been a total smallies blast. Arguably the best and closest youth racing of this year with an absolute freight train of quality runners duking it out – and all of them capable of taking the win.

With only the BYNats finale at Milton Park in the ACU series left to run Jed is now a mere eight points short of Harry Kimber's leading total. A seven race shoot out for the crown in September now beckons at with Nathan Claughton also in the mix. In the slightly more full-on Red Bull bash Jed has closed the gap on series leader Charlie Cole to a respectable 30 points.

Back in 2011 Etchells finished as runner-up in both 65cc championships. This time around he desperately wants gold and following his EYC

trip to the seaside Rage asked young Mr pink lid a few questions.

**Rage:** So far this year which has been your favourite meeting?

**JE:** "So far Whitby has been my favourite track. I liked the jumps and the weather was cooler so it was better for riding. The fish and chips are amazing there too!"

**Rage:** With stars such as David Knight, the McCanney brothers, Alex Rockwell and Callum Cooper what do you think it is about the Isle of Man which produces such good off-road riders? Also does their success give you something to live up to?

**JE:** "The tracks on the island are very demanding and with no practice tracks to ride we have to train on waste land or down on the beach so this makes you train really hard. Eventually I would love to follow in the footsteps of the great names that have come from the island."

**Rage:** Do you get to practice with any of those riders? Also do you use a professional trainer at all?

**JE:** "Yes I have trained with the Island stars because we all have to train in the same places

(beach) as there is nowhere else to ride. I've also done some training with Danny Tollet (National Motocross Academy) last year but it's difficult to get the time and funding to get across more than we already do!"

**Rage:** Having a reputation for excelling in sand do you think you need to improve your hardpack technique at all?

**JE:** "As I train in really very deep sand on the beach I do find the sand tracks easier to ride. On the other hand I have been concentrating more on training on the waste land so I can be just as good on the hardpack."

**Rage:** Your pink helmet has become something of a trademark. Will you stick with the colour and is there a story behind it at all?

**JE:** "My pink helmet is definitely my trademark now – I started with a plain white one but with lots of them I didn't stick out and it wasn't easy to find me. My dad decided to go with the brightest colour we could find and we chose pink – this will always be my colour now."

**Rage:** Does your school know about your racing and do they show an interest in how you get on? And do you get any good publicity from IOM publications because it's a small place?

**JE:** "My school are aware of me competing and my success and are very supporting. My tutor is a sports teacher and he fully understands my needs which is good. We always have results posted in the local newspaper and have been very lucky to appear in the sports section in the Manx museum alongside David Knight and the McCanneys."

**Rage:** Any final shouts Jed?

**JE:** "Yeah, as a family we would all like to say a massive thank you to all our sponsors for the continued support. I hope to get some great results and continue into the future with them because without them we wouldn't be able to do this."





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SPOTLIGHT ON...

# MATTHEW CALLAGHAN #152

**DOB: 17/9/00 HOMETOWN: BRAID, ISLE OF MAN SPONSORS: HARDCORE RACING, MUK JUNKIE, GAERNE, FULL THROTTLE CUSTOM GRAPHICS, ISLE OF MAN STEAM PACKET, ISLE OF MAN SPORTS AID, RACE FX**

**W**inning races, getting good overall results and even having your name carved into championship silverware is all highly prized stuff. But even when not quite winning, tearing it up and having the blinding ability to put a smile on every face – is truly priceless!

Down the years Matthew Callaghan has delivered quite a few 'I can't possibly take my eyes off it races' and 'look at Callaghan go' was virtually all that Jeff Perrett could utter as Matty ripped into the EYC Rookie section at Culham. In one of the best youth shows of the year not many will disagree that Callaghan was quickest and he really should have won the round overall. As it was MC152 had to content himself with section silver as Dan Thornhill claimed gold.

With runner-up position in this year's Maxxis MX2 series already entered on to his racing CV, 2013 is shaping to be his best youth season ever. At EYC round four Whitby another roller coaster show from Callaghan was highlighted with a storming second place finish in race four. Following Whitby Rage popped a few questions over to Matty but first a word with Niki Hessey – Managing Director at his current main sponsors Verde Sports.

**Rage:** Hi Niki why did you choose to sponsor Matthew?

**NH:** "Throughout the winter of 2007 the directors of Verde Sports were involved in Motox 365 in Tenerife. It was here that they first spotted

Matthew Callaghan, an 11 year-old who had such raw talent, so much enthusiasm and a personality that made you remember him. The directors made a vow to themselves, there and then, that if Matthew was still riding at the age of 16 they would sponsor him and provide a doorway to a career in motocross.

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**Rage:** Hi Matty you are currently getting some rave reviews – is this your best youth season?

**MC:** "Finishing second in the Maxxis MX2 series is my best result in a national series but looking back though I think I should have maybe even won it. I definitely should have won the opening race at FatCat in the mud and that could have made all the difference.

"Before this year I ended up fourth in BYMX and the EYC in 2007 on a 65. I also finished fourth – picking up the most improved rider award – in the BYMX on a BW85 in 2011. I have won lots of club championships at Vale MXC, Newton le Willows and East Cumbria and I also

won the YMSA Super National at Whitby in 2011."

**Rage:** I understand that there was no trophy award for finishing as runner-up in MX2 – are you disappointed?

**MC:** "A little bit yeah, it would have been good to have a permanent reminder but earning a confirmed place in next years Maxxis is the main prize."

**Rage:** What are you doing with yourself right now – is it school, work or further education?

**MC:** "I have left school now and at the moment I'm filling in by working with my dad helping out with building work – he's working me to death."

**Rage:** And finally as the season runs down what are you looking forward to most and who do you have to thank?

**MC:** "Obviously getting as good a finish as possible in the EYC is top of the to do list – I really wanna finish better than fourth. Looking ahead slightly I'm really up for the Weston beach race too. I did it last year for the very first time and finished in 12th but I really enjoyed it. The toughest challenge of this year is going to be racing EMX250 at the Matterley GP – tough but so looking forward to this one. Big thanks to all my sponsors especially Niki and all at Verde Sports and my family for the unbelievable support – really couldn't do it without you."

## GOT A STORY FOR RAGE?

THEN CONTACT OUR YOUTH EDITOR MIKE GURNEY AT [MIKEGURNEY55@YAHOO.CO.UK](mailto:MIKEGURNEY55@YAHOO.CO.UK)









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*It's not long now until the British GP at Matterley Basin and we can honestly say we're super giddy at the prospect of the MX1 and MX2 world elite – including Gautier Paulin – throwing it down for our viewing pleasure. We'll see you there!*



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# NEXT ISSUE ON SALE SEPTEMBER 6

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